

ALL HANDS

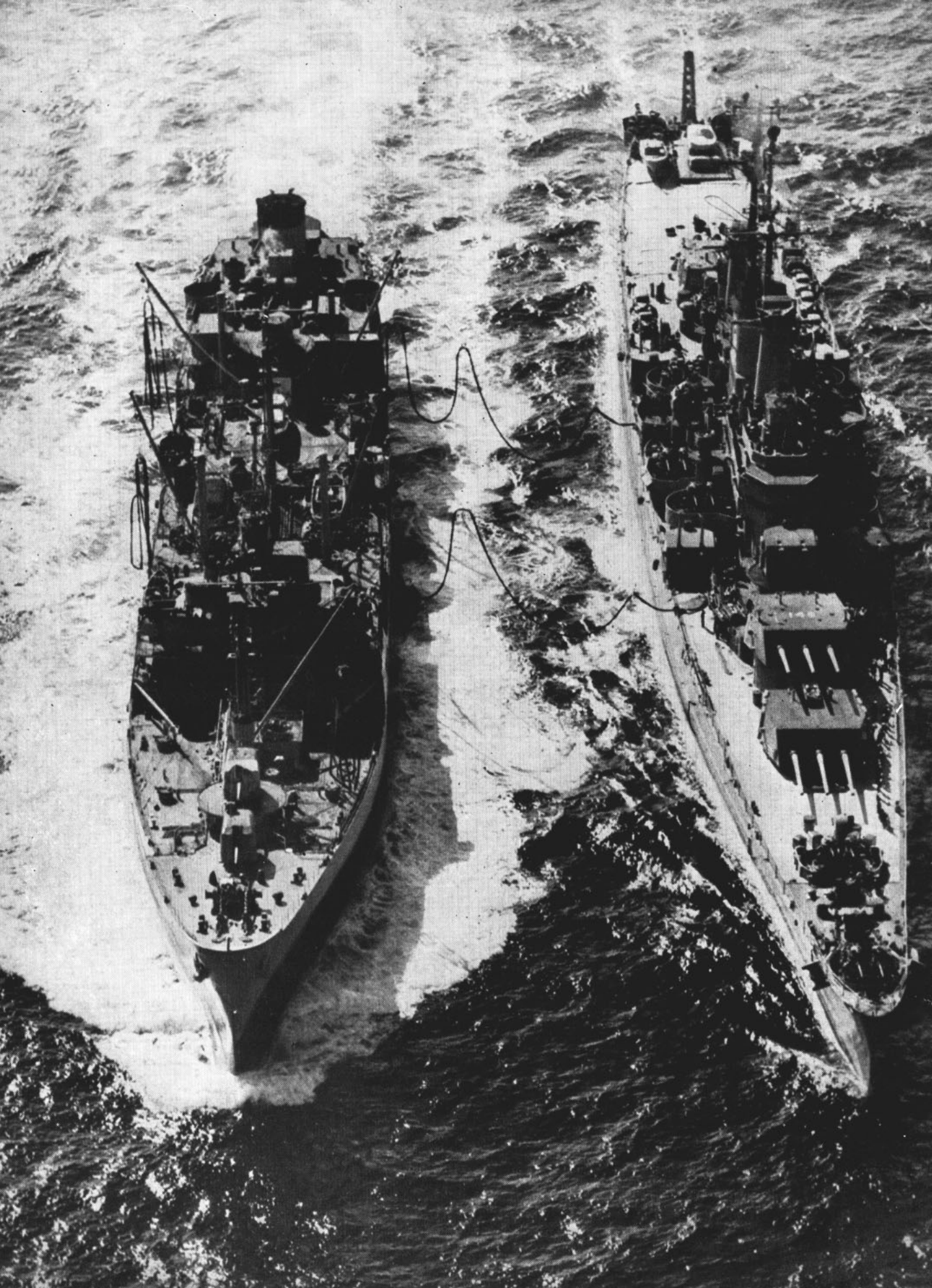
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

NAVPERS-O

SEPTEMBER 1950



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SEPTEMBER 1950

Navpers-0

NUMBER 403

VICE ADMIRAL JOHN W. ROPER, USN
The Chief of Naval Personnel

REAR ADMIRAL FREDERICK W. McMAHON, USN
The Deputy Chief of Naval Personnel

Editor: LCDR George Dennis, Jr., USN

TABLE OF CONTENTS

	Page
Ships, Men and Planes in Action.....	2
The Word	8
EMs Tackle All Trades and Master Most.....	10
Pilots Trust This Foul Weather Friend.....	14
Highland Fling	16
Organized Reserve Is Trained and Ready.....	19
Revision of MATS Peacetime Missions.....	23
Letters to the Editor.....	25
Servicewise: News of Other Services.....	30
Today's Navy	32
Navy Sports Roundup.....	39
Bulletin Board	42
Changes in Ratings.....	42
Battle Efficiency Awards.....	47
POs Returning from Overseas	52
Legislative Summary	53
Transportation by MSTs.....	55
State Bonus Information.....	56
Directives in Brief.....	57
Books: Good Reading in Libraries.....	58
Book Supplement: Blockade Runners.....	59
Taffrail Talk	64

● FRONT COVER: This 40-mm. crew is at station on a heavy cruiser during an air raid alert while operating with the U.S. Seventh Fleet and units of the British Far East Station. See pp. 2-7.

● AT LEFT: This exceptional fueling-at-sea photograph shows (left to right) USS *Salamonie* (AO 26); USS *Newport News* (CA 148) and USS *Power* (DD 839). See p. 51.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated: p. 18, top, *Scottish Daily Express*, Glasgow, Scotland.



TRANSFUSION



REARMING on the flight deck of an *Essex* class carrier, U.S. Navy aircraft prepare for tactical strike against invading Communist forces of North Korea.



CHURCH SERVICES are held aboard a 7th Fleet cruiser (above). Below: Masks protect faces of antiaircraft gun crew during action in the Far East.



Ships, Men

NAVY SHIPS continued to speed more men and equipment over the 5,000-mile-long supply line to the Far East, where the United Nations was determined to stop aggression. And in Korea the "little hot war" waxed warmer than ever.

Two complete divisions from the United States—the First Marine and the Second Army—stepped out of Navy boats onto Korean soil, armed with the latest in tanks and bazookas. For Air Force use, a heavy load of F-51 Mustang fighters were carried to Tokyo by the carrier *Boxer*, which sped across the Pacific in eight days and a few hours to set a record for time and number of planes carried.

As the United Nations forces dug in on Korea, the United States readied more strength at home. Congressmen announced a de-mothballing program that would add 48 ships to the Navy's combat types.

Under the plan, large carriers and *Essex* class carriers would be increased from six to nine, smaller carriers from eight to 14, destroyers from 140 to 172, and submarines from 70 to 75. With two new additions, cruisers (both light and heavy) would number 14. Also, many auxiliaries were scheduled for reactivation.

In manpower for the U.S. armed



CARRIER-BASED *Panther* jets are readied for take-off on a raid against North Ko-

and Planes in Action

forces, Congressmen announced a plan to increase the Navy by 204,000, with an additional 62,000 men and officers for the Marines. (See p. 44 for a complete roundup on calling up of Reservists and other manpower details.)

Meanwhile, as Navy supply lines were strengthening in the fight against time, in Korea the tactical Navy was striking at all types of targets. Destroyers and cruisers clustered along the coasts to add their big-gun artillery to troop firepower, sending their heavy salvos against North Korean supplies and troop concentrations. A Navy landing party, hastily formed on a vessel lying offshore, advanced inland behind enemy lines to blow up a railroad tunnel and cut off important troop movements.

Navy carrier-based planes, finding no opposition at sea and little in the air, took a hand in the tactical support of ground troops and in bombing and strafing of supply trains, troops, depots and communications lines. A British-American task force, whipped together and attacking within 24 hours, effectively stopped one advance of North Korean front line positions.

A North Korean oil refinery, under the blows of 1,000-pound bombs and five-inch rockets, blew skyward in a



EXPLOSION of North Korean ammo or fuel train is recorded by the gun camera of a 7th Fleet carrier plane during a strike on the Kumchon area (above). Below: A Marine pilot mans his carrier-based reconnaissance plane.



rean targets. Navy aircraft are providing remarkably effective tactical support.



MARINES board an attack transport headed for the Far East (above). Top center: *Panther* fighter is swung gently from dock to carrier's flight deck. Below: *Corsairs* are loaded aboard escort carrier bound for Korean theater. Below right: Soaking wet but grinning and happy a Navy pilot is returned by 'copter to his home carrier following rescue from dunking in the Sea of Japan.



Ships, Men and

geyser of smoke and flame that could be seen for 60 miles. After one day's work of a single carrier's planes, the toll of the enemy read: 25 railroad cars, four bridges, two railroad yards, one power plant, a factory, two enemy planes and 37 military vehicles





Planes in Action

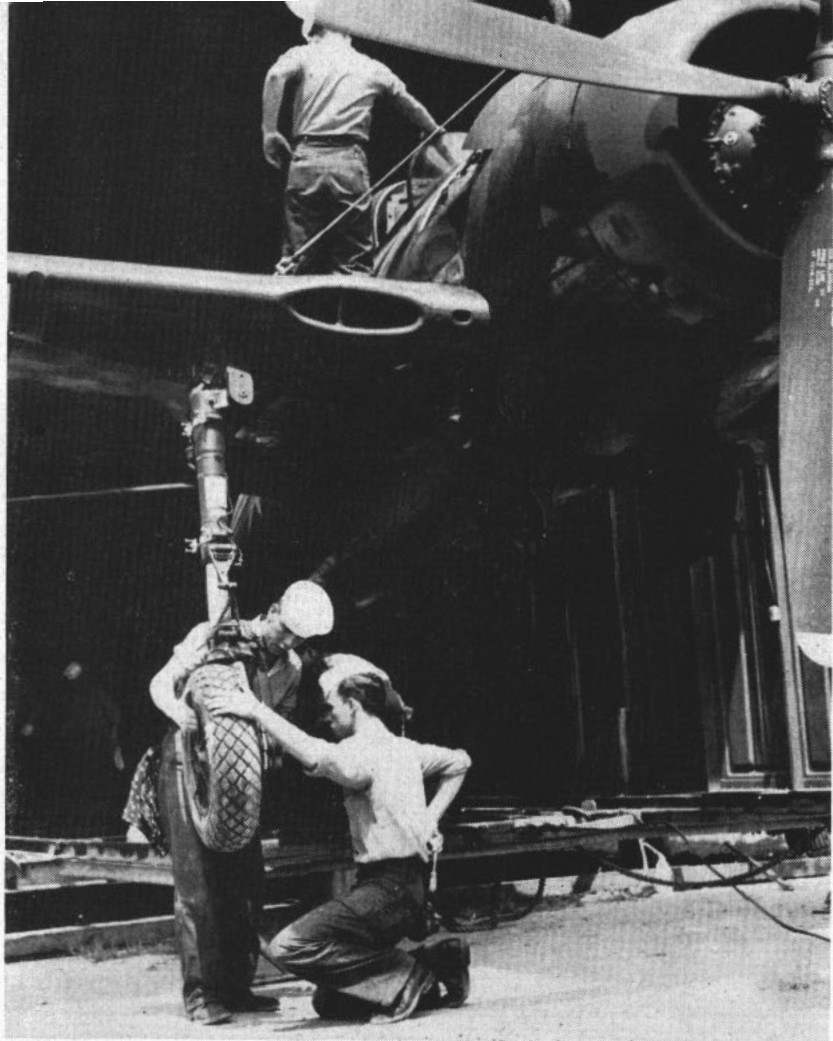
—all without loss of any American plane.

Navy *Corsairs*, the only propeller-driven fighter aircraft still being produced in the U.S., are finding handy employment as fighter-bombers. Carrying four 1,000-pound bombs and

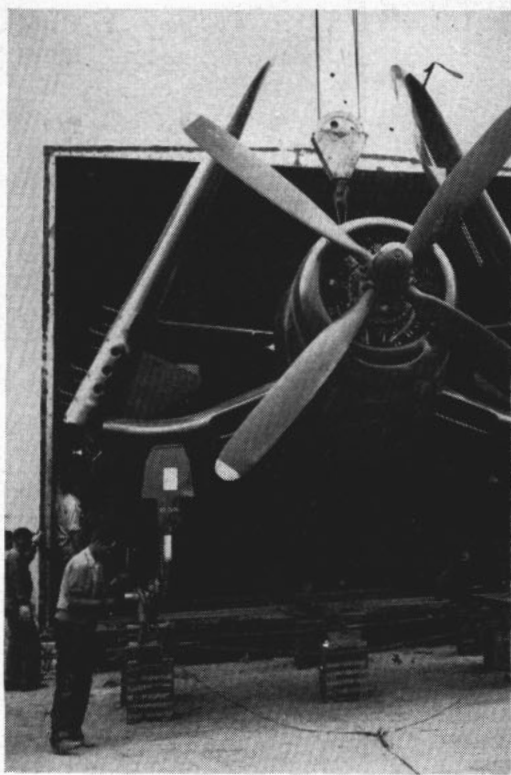


SAILORS board carrier ready to shove off for 'points west' (above). Below left: USAF personnel and their aircraft are given a fast lift 'out' by Navy carrier. Lower right: Pearl Harbor is bustling again servicing Navy ships.





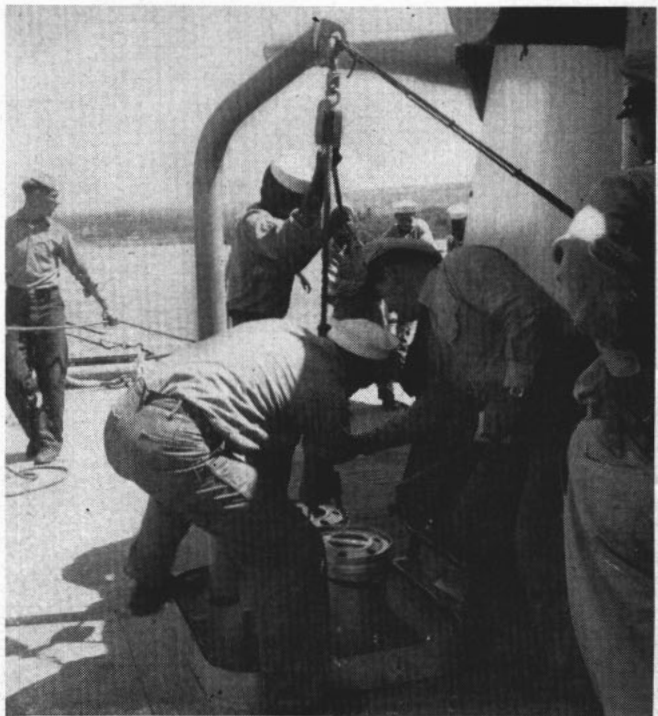
OUT OF MOTHBALLS comes a Bearcat fighter at NAS Norfolk. The plane will be ready for flight test 4 hours after the 'can' is opened. Below: Marines and sailors load ammo aboard heavy cruiser of the 7th Fleet in Pearl Harbor.

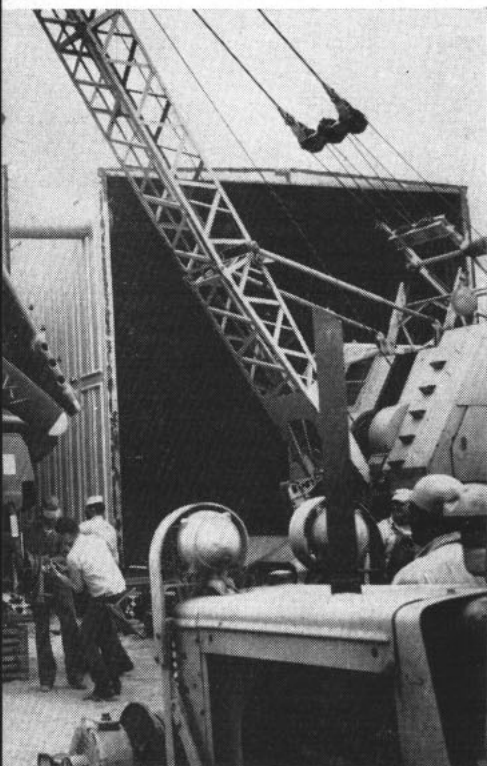


Ships, Men and

eight five-inch rockets, together with plenty of 50-caliber ammo, the gull-winged plane is adding to its World War II laurels even in this day of jet aircraft.

Besides the support given forces

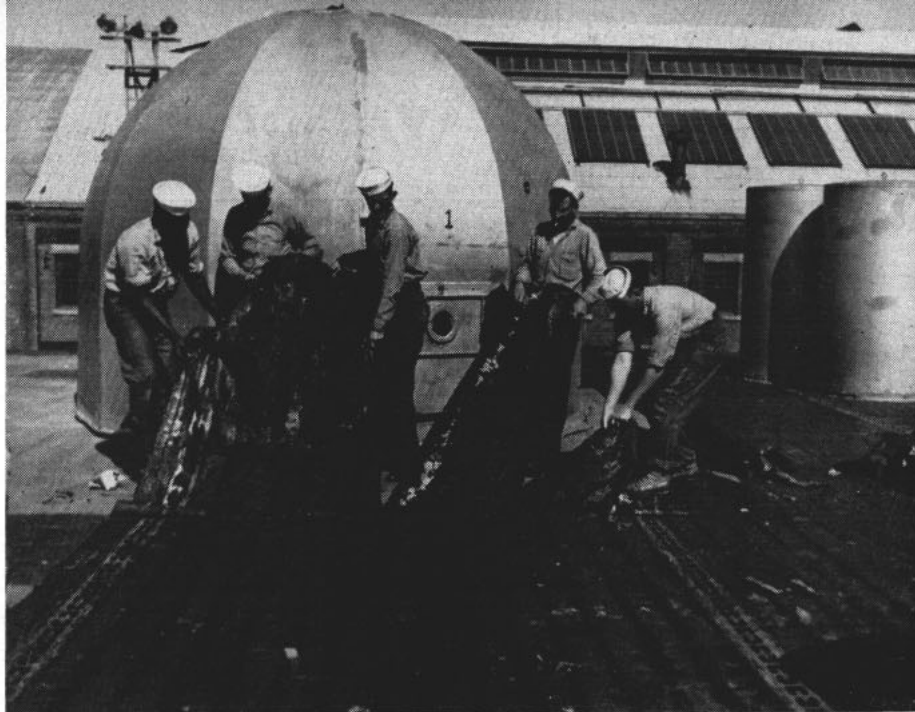




Planes in Action

of the United Nations engaged in the Korean action, the President of the United States has ordered the 7th Fleet to prevent any attack on Formosa—the last stronghold of the Chinese National Government. Rumored ready to sail against this island redoubt is a motley Chinese Communist fleet estimated at upwards of 5,000 units.

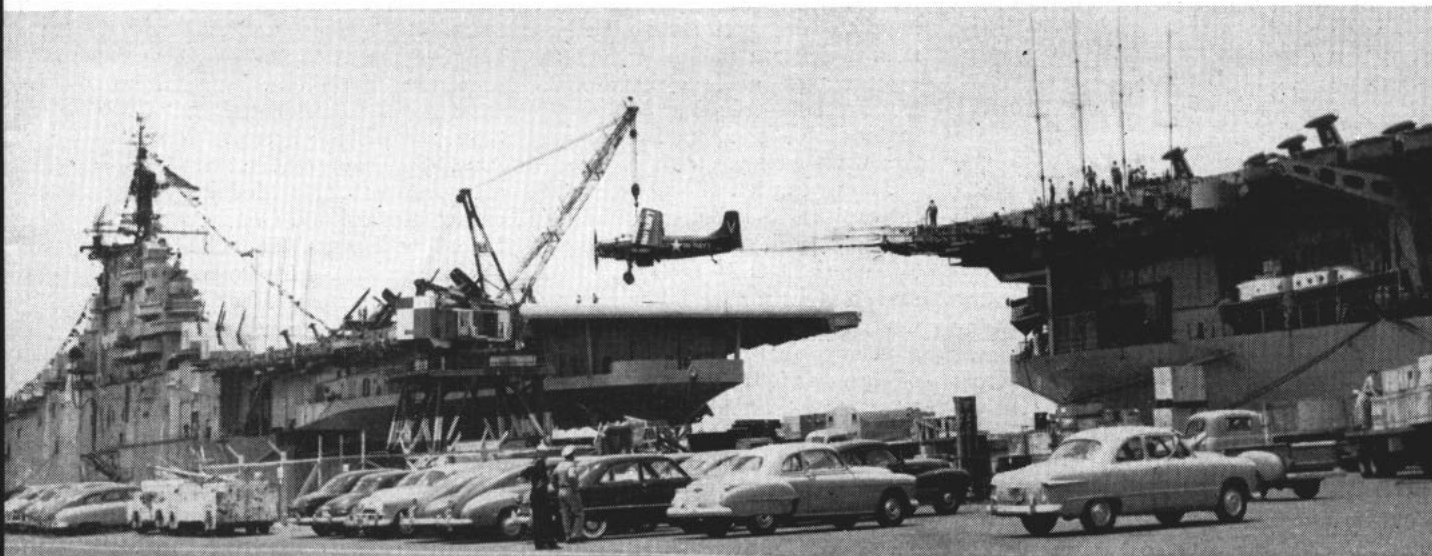
ALL HANDS presents here a pictorial roundup of activities throughout the United States Navy—ashore and on the high seas—in this time of crisis.



PRESERVATIVE COVER is being stripped from the flight deck of a CVE being reactivated at Bremerton (above). Left: Corsair is 'uncanned' at San Diego.



RESERVISTS volunteer for active duty at NTC Great Lakes (above). Below: On the West Coast, giant crane transfers Skyraider from one CV to another.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **ONE-YEAR EXTENSIONS**—Restrictions imposed on one-year extensions of enlistment have been removed. The Navy has authorized commands to effect voluntary extensions of enlistment for a minimum period of one year, provided such extensions and reextensions do not aggregate a total of more than four years in any single enlistment.

This means that a person serving on a four-year enlistment or reenlistment cannot extend and reextend that enlistment to an aggregate of more than eight years. A person serving a six-year enlistment or reenlistment cannot extend and reextend that enlistment to an aggregate of more than 10 years.

Suspension of the restrictions on one-year extensions was announced by Alnav 65-50 (NDB, 15 July 1950).

● **NEW FILING MANUAL**—A new Navy Filing Manual (Fifth Edition) has been distributed to all activities of the Navy.

Personnel desiring individual copies of the new edition may obtain them

by writing to the Superintendent of Documents, Government Printing Office, Washington, D.C., enclosing a check or money order for one dollar for each copy.

The new edition of the filing manual is both a revision and abridgement of the fourth edition. Certain sections of the old manual have been eliminated, and three new major subject groups added. The new volume is in loose leaf form, and contains only 142 pages as compared with 573 pages in the fourth edition. It will be used by both the Navy and Marine Corps.

● **RETAINER PAY**—Are you interested in the latest information on retainer pay for people transferred to the Fleet Reserve? A new BuPers-BuSandA joint letter gives information and instructions concerning transfer to the Fleet Reserve and concerning retainer pay under various circumstances.

The joint letter is numbered 50-448 in the 15 June 1950 Navy Department Bulletin. People approach-

ing the time of transfer to the Fleet Reserve will find much of interest in it.

● **SERVICE RECORD**—New enlisted service record pages, eight by 10½ inches in size, are being distributed by BuPers for use with the revised "flat type" service record, which replaced the old "pocket type" jacket.

Commands may requisition the new pages from district printing and publication offices, according to BuPers Circ. Ltr. 102-50 (NDB, 30 June 1950), and upon receipt will begin using them. Since BuPers anticipates that minor changes in the new pages may be necessary after they are placed in use, commands have been cautioned to request only the number needed for a reasonable period of time.

● **DEPENDENTS' TRANSPORTATION**—Transportation of Navy dependents by government conveyance or at government expense to Pacific destinations has been suspended indefinitely. The suspension of such transportation pertains to all points west of the U.S. Pacific coast, including Hawaii and Alaska.

The order applies only to dependents but to neither civilian employees under orders or returning from leave and awaiting transportation to Pacific destinations at the time it was issued nor to the dependents of such civilian personnel on leave destined to return to Alaska. Navy dependents

Retirement Ends Chief's Adventurous 30-Year Career in the Navy

After 30 years of riding destroyers, gunboats, tenders, transports, cruisers and battleships, George D. Adams, MM-C, USN, has hung up his CPO hat and settled down.

The newly-retired chief can, if he likes, entertain his family and friends with many a tale of adventure that occurred during a sea-going career that carried him all over the world. He can talk of years spent in the Orient with the Asiatic Fleet prior to World War II; of



Chief Adams

tense moments while patrolling the Yangtze River as an armed guard. In those days a sailor's pay went a long way in China. A man could have all his laundry done for less than a dollar a month, and could buy a pair of fine, hand-made leather boots—valued at \$40 to \$50 in the U.S.—for about five dollars, American money.

Adams can tell of bloody battles to capture the Solomon Islands during World War II. Of how *uss Taylor* (DD 468) took part in a savage night surface battle in Kula Gulf, and of how she fought off attacking planes again and again; of steaming into enemy strongholds to bombard airfields, and of the long road back across the Pacific,

with inhospitable receptions at Tarawa, Kwajalein, and New Guinea; of how *Taylor* sank a submarine off the Admiralties.

On the chief's uniform, now hanging unused in a closet, are four rows of ribbons. Included in these are the Presidential Unit Citation, Yangtze Service Medal, American Defense, American Theatre, Asiatic-Pacific Medal with a cluster of stars, and Good Conduct Medal with stars. The chief can also point with pride to a record which contains a number of commendations; commendations that mostly end with the statement, "The Commanding Officer highly commends Adams for his outstanding performance of duty."

'Military Law' Dropped As Promotion Requirement

"Military Law," as an examination subject, is eliminated from the promotion requirements of line officers of all categories. After 15 Apr 1951, the subject "Military Justice" will be included in such examinations. The examination will be based on the Uniform Code of Military Justice and the implementing law manuals and decisions.

From the present time till 31 May 1951 is considered a transition period from Articles for the Government of the Navy and Naval Courts and Boards to the Uniform Code of Military Justice and a new law manual. The decision regarding examination subjects mentioned above was made to "assist in facilitating this transition and reduce confusion insofar as promotion requirements of line officers of all categories are concerned," states BuPers Circ. Ltr. 114-50 (NDB, 31 July 1950).

who arrived at Pacific coast ports en route to Pacific points but were unable to embark before the deadline on 14 July are being or will be returned to their U.S. homes at government expense, as are being or will be their household effects.

Many ships had to be diverted to other uses, it was pointed out. Available transportation space aboard ships and planes was needed for higher priority personnel.

• **MEMORIAL FUND** — Sons and daughters of personnel who lost their lives in wartime action aboard the light cruiser USS *Reno* (CL 96) are, if qualified, eligible to apply for educational benefits from the USS *Reno* Memorial Fund. The fund is used to assist such of these dependents who attend the University of Nevada, and qualify for this assistance as determined by the Board of Regents of the University.

The USS *Reno* Memorial Fund was created in 1947 by an initial donation of \$2,226.04 from that ship's special welfare fund when the ship went out of commission. This sum was turned over to the University of Nevada by the Commander, Everett Sub-Group Number One, Bremerton Group, Pacific Reserve Fleet. The income from the

fund, as well as the principal, is used to assist qualified students. The money is either loaned at a small rate of interest or donated outright to the student.

Persons desiring to make use of the Reno Memorial Fund and feel they are qualified should write the Board of Regents, University of Nevada, Reno, Nev.

• TEMPORARY FLIGHT ORDERS—

New instructions regarding the issuance of temporary flight orders to enlisted personnel have been published by BuPers.

The directive points out that incentive pay for the performance of hazardous duty involving frequent and regular participation in aerial flights is limited to enlisted personnel in two categories—crew members and non-crew members.

• Crew members are defined as enlisted personnel normally required aboard an aircraft in flight for the performance of duties necessary for the successful completion of the mission of the aircraft.

• Non-crew members are defined as enlisted personnel who are ordered to participate in regular and frequent aerial flights but are not included in the crew member complement as determined by the Chief of Naval Operations.

Temporary flight orders may be issued only to enlisted personnel whose primary duties require frequent and regular participation in aerial flights. These are limited to the following:

- Aviation ratings.
- Strikers for aviation ratings.
- Students undergoing training which specifically requires their participation in frequent and regular flights.

• Other ratings who are specifically assigned as regular members of flight crews, such as flight orderlies.

The directive, BuPers Circ. Ltr. 109-50 (NDB, 30 June 1950) emphasizes that travel by air as a passenger does not constitute justification for, nor does it warrant issuance of temporary flight orders. Requiring personnel to fly solely for the purpose of meeting flight requirements for pay purposes or as a reward for long and faithful service does not justify issuance of temporary flight orders. BuPers has instructed commanding officers to supervise personally the distribution of flight orders to carry out the spirit of the directive.

QUIZ AWEIGH

"Memory is the receptacle and sheath of all knowledge." So said the Roman Cicero, widely quoted man of letters who lived from 106 to 43 B. C. How's your memory today?



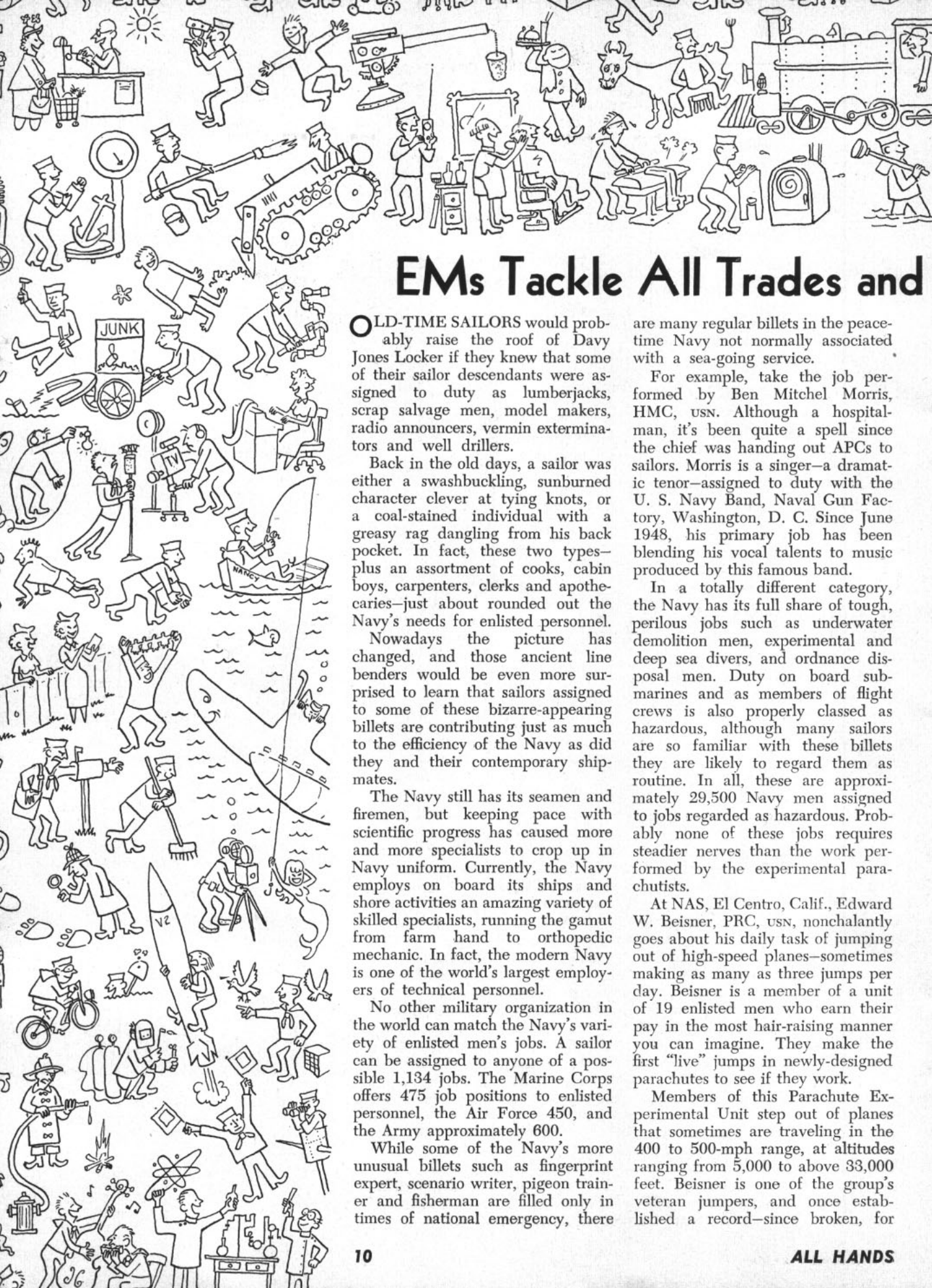
1. The flag at the left (colored blue, white and red, from left to right) is that of (a) France (b) Costa Rica (c) Netherlands; at the right, with white crescent and star in field of red, is the flag of (d) Latvia (e) Turkey (f) Morocco.
2. They are the (a) national flags (b) ensign (c) merchant flags of their respective countries.



3. The specialty mark at the left signifies that the wearer is a (a) boilerman (b) mineman (c) utilities man.
4. A man wearing the specialty mark at the right would perform the duties of a (a) surveyor (b) fire control technician (c) radarman.



5. This AGC vessel is (a) ammunition ship (b) amphibious force flagship (c) motor torpedo boat tender.
6. It is outfitted with (a) specialized derrick equipment (b) armor-plated ammunition stowage compartments (c) complex communications devices.



EMs Tackle All Trades and

OLD-TIME SAILORS would probably raise the roof of Davy Jones Locker if they knew that some of their sailor descendants were assigned to duty as lumberjacks, scrap salvage men, model makers, radio announcers, vermin exterminators and well drillers.

Back in the old days, a sailor was either a swashbuckling, sunburned character clever at tying knots, or a coal-stained individual with a greasy rag dangling from his back pocket. In fact, these two types—plus an assortment of cooks, cabin boys, carpenters, clerks and apothecaries—just about rounded out the Navy's needs for enlisted personnel.

Nowadays the picture has changed, and those ancient line benders would be even more surprised to learn that sailors assigned to some of these bizarre-appearing billets are contributing just as much to the efficiency of the Navy as did they and their contemporary shipmates.

The Navy still has its seamen and firemen, but keeping pace with scientific progress has caused more and more specialists to crop up in Navy uniform. Currently, the Navy employs on board its ships and shore activities an amazing variety of skilled specialists, running the gamut from farm hand to orthopedic mechanic. In fact, the modern Navy is one of the world's largest employers of technical personnel.

No other military organization in the world can match the Navy's variety of enlisted men's jobs. A sailor can be assigned to anyone of a possible 1,134 jobs. The Marine Corps offers 475 job positions to enlisted personnel, the Air Force 450, and the Army approximately 600.

While some of the Navy's more unusual billets such as fingerprint expert, scenario writer, pigeon trainer and fisherman are filled only in times of national emergency, there

are many regular billets in the peacetime Navy not normally associated with a sea-going service.

For example, take the job performed by Ben Mitchel Morris, HMC, USN. Although a hospitalman, it's been quite a spell since the chief was handing out APCs to sailors. Morris is a singer—a dramatic tenor—assigned to duty with the U. S. Navy Band, Naval Gun Factory, Washington, D. C. Since June 1948, his primary job has been blending his vocal talents to music produced by this famous band.

In a totally different category, the Navy has its full share of tough, perilous jobs such as underwater demolition men, experimental and deep sea divers, and ordnance disposal men. Duty on board submarines and as members of flight crews is also properly classed as hazardous, although many sailors are so familiar with these billets they are likely to regard them as routine. In all, these are approximately 29,500 Navy men assigned to jobs regarded as hazardous. Probably none of these jobs requires steadier nerves than the work performed by the experimental parachutists.

At NAS, El Centro, Calif., Edward W. Beisner, PRC, USN, nonchalantly goes about his daily task of jumping out of high-speed planes—sometimes making as many as three jumps per day. Beisner is a member of a unit of 19 enlisted men who earn their pay in the most hair-raising manner you can imagine. They make the first "live" jumps in newly-designed parachutes to see if they work.

Members of this Parachute Experimental Unit step out of planes that sometimes are traveling in the 400 to 500-mph range, at altitudes ranging from 5,000 to above 33,000 feet. Beisner is one of the group's veteran jumpers, and once established a record—since broken, for



Master Most

bailing out of a plane traveling faster than anyone had ever bailed out before. He has made over 100 jumps in experimental parachutes, and the fact that he is still alive indicates all worked properly. Some of the better known bail out devices this unit has tested include the ejector seat which "explodes" the pilot clear of the plane, and the new escape capsule.

Despite the nerve-wracking aspects of their daily tasks, most members of this unit go about their work as relaxed and calm as a boatswain's mate splicing a line. "This job," a parachutist reportedly remarked, "is as easy as falling off a log."

Did you ever stop and think about the thousands of different items on board a ship or shore activity that need servicing, operating and repairing? Well, the Navy has gone over its units and installations with a fine tooth comb to make sure it is aware of all the jobs that need to be done, and to insure it has personnel qualified to perform them.

In the Navy Department a card file is kept of the jobs Navy men performed in civilian life, just in case a job pops up that is outside the duties of any established naval rating. For example, during World War II the Navy needed qualified personnel to operate trains and locomotives on naval installations. A check of the files produced the names of a number of men qualified for this task. If, in the future, a need should again arise for railroad engineers and firemen, the Navy can quickly put its finger on a considerable number of enlisted men qualified for this work. Another example of locating a man by his civilian experience to fill a special job occurred when an unusual billet was established in the Office of the Chief of Naval Operations.

Charles R. Smith, DCC, USN, was assigned the job, and he is probably

the only man in the world who has cracked a Pentagon safe and got away with it. As a matter of fact, the chief spends a good part of his time prying open safes and vaults which are chock full of classified documents.

Assigned to the Office of the Chief of Naval Operations, Smith is official caretaker of the thousands of safes, vaults and locked spaces used by CNO to store classified material.

Smith has a full time job keeping the locking equipment of CNO's Pentagon offices in good working order. Because of the vast number of locks used, it keeps him busy repairing and installing new locks, making keys and performing other locksmith duties.

When lock tumblers go haywire, or when someone forgets the combination to a safe, Smith is called in for a safe-cracking job. A hole drilled in a strategic location usually does the trick. The chief served a civilian apprenticeship as a locksmith, and is occupying the only billet of its kind in the Navy.

Remember the first "haircut" you suffered in boot camp? Well, women recruits entering the Navy go through the same thing, getting their long tresses clipped to regulation length.

One of the curl snippers at Recruit Training Command (W), NTC Great Lakes, Ill., is Melba Lee Taylor, SH2, USN(W). An experienced beautician, Wave Taylor is considerably more gentle with her customers than is the average male barber at men's boot camps. However, she reports her customers wail just as loud at getting their hair trimmed to collar length as do wavy-haired male recruits who suddenly acquire that slick cueball look. (Since short hair for women has become the style, these protests have mostly been silenced).

Ship's Serviceman Taylor also administers permanents, facials, and performs other beauty parlor services that give Waves that smart, military

look that makes them stand out.

Some of the most fascinating and unusual work in the Navy is performed by hospital corpsmen and dental technicians. In recent years, many important contributions to medical science have been made by Navy medical men. To provide skilled assistants to the Navy's doctors and dentists, hospital corpsmen and dental technicians have been trained in over 60 specialties. Testing of new drugs, equipment and medical techniques is carried on constantly in the Navy's far-flung medical installations, all for the purpose of keeping Navy personnel the healthiest in the world. In some jobs, hospital corpsmen and dental technicians are required to possess not only a thorough knowledge of medical and surgical techniques, but considerable skill in fields not normally associated with medicine or dentistry. The acrylic eye illustrators fall in this category.

One of the two sailors in the Navy working as acrylic eye illustrators is Milton E. McCline, DN, USN. Assigned to duty at the National Naval Medical Center, Bethesda, Md., McCline assists surgeons in eye operations, then designs artificial eyes to match the patient's remaining orb.

It's a delicate and painstaking task to reproduce perfectly every shade and characteristic of a person's eye. While the patient sits and models, McCline paints an iris on a thin paper disc with water colors. Even the tiniest blood vessels are stroked in. About two and one-half hours are needed to complete an iris, which is then cemented in a depression in the plastic eye. The artificial eyes created at Bethesda and at the U. S. Naval Hospital, San Diego, Calif., are reputed to be among the finest in the world.

McCline says that no two people have eyes exactly alike. There's always some variation in color, shading, and the size and number of blood vessels and this phenomenon



doesn't make McCline's job any easier.

Another rare billet for sailors is that of bone technician. New discoveries by medical science now make it possible for live human bones to be preserved and transplanted from one individual to another (see *ALL HANDS*, May 1949, p. 34). One of the bone bank "caretakers" at NNMCMC, Bethesda, Md., is Robert L. Holloway, HN, USN.

Holloway assists the bone specialists during surgery involving the removal of bone. Prior to an operation, he obtains written permission from a patient that the bone removed may be used by the bone bank. Live bone may be frozen and stored indefinitely in this bank, which is actually a large deep freeze unit. Used as bone graft, it has shortened operating time on patients, reduced shock and hastened recovery.

Most of the Navy's unique billets seem to be at shore-based activities, although there are a few uncommon jobs aboard certain types of ships. Repair and experimental vessels require a greater variety of technical personnel than other type ships, and consequently have more of the little-known billets. However, men-of-war occasionally require an unusual task to be performed.

For instance, aboard *USS Saint Paul* (CA 73), an unusual ceremony takes place almost every day. The boatswain's mate of the watch pipes attention over the PA system and announces something like this: "Now hear this. The crew wishes Brown, A. J., SN, and Jones, W. T., BMI, a very happy birthday. If these men will lay down to the bake shop they will find birthday cakes waiting to be picked up."

The man on board *Saint Paul* responsible for supplying the birthday cakes is Cornelius M. Bowens, CSSN, USN. One of Bowen's bake shop duties is to prepare a cake, complete with all the trimmings, for each member of *Saint Paul's* crew on his birthday. With over 900 crew members, this amounts to quite a task.

Each day Bowens obtains the names of crew members with birthdays coming up. He mixes and bakes a cake, covers it with icing, and then inscribes "happy birthday" and the man's name across the top. When it's ready, the BM of the watch is notified, and soon a lip-smacking sailor is bee-lining it for the bake shop to get his decorative and de-



NOB Kodiak Receives Record Load of Mail

The postman didn't even ring once, but he recently dumped 7,225 pounds of mail all at once into the laps of personnel at Fleet Post Office, NOB Kodiak, Alaska.

The record load arrived almost simultaneously via a cargo ship, a MATS and a commercial plane.

All hands (eight postal clerks) waded and fought their way through the conglomeration of letters, magazines, books, newspapers and parcels until 0200, but every piece was sorted and ready for delivery to addresses the first thing in the morning.

licious dessert—a "personalized" gift.

Just as the Navy is concerned with training all its personnel to do their job properly, it also is concerned with how this training can best be accomplished. Long ago the Navy discovered that one of the best methods of instruction was by the use of motion pictures. Each year many training films are made to demonstrate such things as how to repair engines, detect defects in equipment, and operate new types of gear. Most of these films are produced at the Naval Photographic Center, Anacostia, D. C., which houses equipment similar to that found in a Hollywood studio. Many unusual tasks are required of sailors engaged in preparing these films. One of the most interesting of these jobs is that of the set builder.

Raymond Federle, DC3, USN, never knows what he is going to build next. Assigned to duty at the Photographic Center, his job is to build the sets and produce the special effects needed in filming Navy training movies.

Federle is called upon to rig up everything from a destroyer bridge to a tavern bar. If the script calls

for a rough sea, cloudy sky, fog, rain or smoke, he produces it.

Recently a training film called for shots of a C-47 in flight, with close-up pictures of the pilot through the windshield. Federle and other carpenters at NPC constructed a stand and fastened a shorn-up fuselage of a C-47 to the top of it on swivels. As the plane rocked gently on these swivels, spray guns filled with mineral oil produced a cloudy sky background, and big fans pushed these clouds past the plane, giving the illusion of speed.

Another scene called for a simulated view from a patrol plane flying high over a large convoy of ships steaming at sea. The set builders laid out a 12-foot square plywood platform, broken up at intervals with ruffles of white cheesecloth. One to three-inch long ship models were set up in convoy formation on the board. A daub of white paint behind each ship created a wake. The finished film appeared to be authentic pictures from a high-flying plane over a force of ships steaming pell-mell towards their objective.

Among other sets constructed by Federle and other NPC carpenters is a model of Bikini Atoll and the ships used in the A-bomb test. This set was rigged up for use with a Navy television program.

The jobs mentioned are only a small sampling of some of the billets you probably didn't know existed in the Navy. While some of the others are emergency service or part-time billets, the Navy also has such jobs as underwater photographer, actor, farm hand, linguist, dog trainer, stone mason, animator, well driller, sound effects man, sewage disposal plant operator, pile driver nozzleman, rock crusher operator, gas tank ferryman and—shhh—atomic-hydrogen welder. Incidentally, just in case we have succeeded in giving you the wrong impression, atomic-hydrogen welding has nothing to do with building atomic and hydrogen bombs. It's simply an efficient method of welding heavy steel plates.

Poke an inquisitive nose into the jobs your shipmates are doing, and the next time someone asks you how sailors spend their time, you tell 'em—if they can spare a couple of days to listen.—Earl Smith, JOC, USN.



Small Arms Drill

The rugged terrain in the area of Kodiak will make the use of small arms especially important should the defense of this strategically important island off Alaska's southern coast become necessary. Consequently, expert Marine Corps instructors are checking out naval personnel at NOB Kodiak.

Use of the sub-machine gun is explained on the range (above). Center: Practice makes for proficiency if not for perfection. Below: Seaman is checked out in the use of the renowned "tommy gun."



Pilots Trust This Foul Weather Friend

VISIBILITY a half mile and decreasing," muttered Eldon E. Grebey, TSgt, USMC. Frowning, he turned, opened the door to the GCA trailer, and stepped inside.

Grebey, the Marine Corps' only enlisted final controller for ground controlled approach who is not a pilot, has a good reason for frowning. Somewhere in the vicinity of MCAS El Toro, Calif., was an R5D loaded with yellow fever serum that required refrigeration immediately.

The high-noon warmth of the sun had long since passed. Above El Toro's radio range station, in an ever-darkening sky, the synchronized drone of the R5D's four powerful engines sang a comforting tune to the pilot's ears. Equally as comforting was the voice of the GCA controller: "Marine 5134 . . . this is El Toro GCA. . . ."

"El Toro GCA . . . Marine 5134 . . . go ahead."

"Marine 5134 . . . GCA understands you are at 4000 feet and holding on the north leg of El Toro range. When you pass over the cone at 4000, take up heading 160 degrees and descend to 2000 feet."

Gradually the huge transport turns on heading, then begins its descent toward a mountain-pierced blanket of endlessly rolling white stratus.

The built-in haze of the Los An-

geles area had combined with fog brought in from the ocean by an on-shore breeze, and created an extremely hazardous flying condition.

In the GCA trailer, thin wisps of cigarette smoke formed a grey contrast to the darkened interior. Four men sat in front of a long panel on one side of the trailer. The fifth, Grebey, stood with one leg hooked over his chair in front of the final controller's panel.

TSgt Grebey mashed out a half-smoked cigarette, put on his earphones, and listened while the director talked the R5D around the pattern to where Grebey, as final controller, would take over.

As the R5D turns on base leg, the director picks up the unit microphone: "Approach controller . . . I have Marine 5134 on base leg . . . unit Charlie . . . will call on final."

The lights of the approach control panel came on. Once again the director speaks: "Approach controller . . . I have Marine 5134 on final . . . heading 340 . . . altitude 1800 feet."

Grebey picks up the mike. "Roger . . . Understand Marine 5134 on final . . . heading 340 . . . altitude 1800."

Grebey then calls Marine 5134: "If you do not receive a transmission for any five second period throughout the remainder of this approach,

assume communications failure and take a wave-off."

"This is Marine 5134. . . ." The pilot repeats his instructions.

The elevation and azimuth indicators are now under the final controller's constant gaze.

"This is the final controller . . . you are now on a final approach to runway 34 . . . do not attempt to acknowledge any further transmissions. . . . Your assigned heading is 340 . . . your assigned altitude, 1800 feet. . . . You are now eight miles from end of runway . . . heading 340 . . . 1800 feet. . . . Turn right to 342 . . . 342 degrees. . . . You are now steady on 342 . . . 342 . . . Turn right to 344 . . . 344 is your new heading. . . . You're seven miles from end of runway . . . turn left to 340 . . . 340 is your new heading. . . . Steady on 340 . . . 340 is holding you at present.

"You are now approaching glide path . . . you are 150 feet below glide path. . . . Commence your rate of descent at 500 feet per minute. . . . You are now 100 feet below glide path . . . bring it up a little more. . . . Six miles from end of runway . . . 70 feet below glide path . . . 60 . . . 50 . . . 50 feet and holding."

Enveloped by the clinging mist, the large hulk of the R5D slows mo-



GRAY DAYS mean work for TSgt Grebey of El Toro's GCA unit. He's Corps' only EM controller who's not a pilot.

mentarily in its calculated descent, then, once again on glide path, continues as before.

"You're three miles from end of runway. . . . Check wheels, props, and flaps as you desire. . . . You are cleared for a touch down. . . . Two and a half miles from end of runway and dropping below glide path."

The outside observer for the GCA unit looks anxiously in the direction from which the plane is coming. Less than a half mile away the huge form of the transport breaks into view from out of the mist. "5134 contact," to final controller.

Grebey continues the talk-down: "Centerline of runway dead ahead. . . . You're on glide path and holding. . . . No apparent drift. . . . On glide path . . . on glide path. . . . Over end of runway.

"Centerline of runway dead ahead. . . . Touch down will be in approximately five seconds. . . . On glide path. . . . Over touch down. . . . After landing, contact Tower on channel two for further instructions."

"Toro GCA. . . . This is Marine 5134. . . . Nice work. . . . Right on the nose."

The serum, plane and pilots are safe on the ground. Grebey takes off the headset, wipes small beads of perspiration from his forehead, lights a cigarette. For Sergeant Grebey, it's all in a murky day's work.—1st Lieut. Foster Durnford, Jr., USMC.

R4Ds Will Be Modernized

One hundred Navy R4D transport planes will be stripped down and rebuilt into faster, heavier aircraft.

The R4D—also known as the DC-3 and C-47—was the familiar "workhorse" of air transport of the U.S. and its allies during World War II, and has continued to be used since.

When the major changes have been made, the modernized R4Ds (then R4D-8s) will have double the range of the old ones, be able to carry 50 percent more cargo and be able to fly 50 miles an hour faster.

To accomplish this, a California aircraft assembly line which is handling the modernization order will install new outer wing panels, a longer fuselage, a retractable tail wheel, a high-pressure hydraulic system and new wing tanks which will double the plane's fuel capacity.

An R4D-8 will be about 6,000 pounds heavier than the present R4D.

Radio Rescue Buoy Helps Sub in Distress

A new device which will make more certain the early detection of a submarine in distress has been revealed by the Navy.

The device, which is called the "submarine radio rescue buoy," can be released from a submarine under water, rise to the surface and broadcast an emergency signal which may be picked up by any ship or aircraft within many miles.

By "homing" on this signal transmitted by the buoy as it bobs about on the surface of the sea, search parties will be able to spot the general location of the stricken submarine from which sonar and visual search will be initiated.

Submariners, who in the past have been limited to smoke bombs, marker buoys, star shells and special dyes to attract the attention of surface forces to their plight, say that this new device is a big step forward.

Although these visual signals have proved useful, they say, too often surface ships and planes have been forced to search endlessly and waste many vital hours before they were able to spot one of the tiny marker buoys or a wind-blown wisp of smoke.

With the new rescue buoy, however, searching ships and planes can stand guard on the proper emergency radio band and detect the coded signal from the buoy as soon as they enter the sub's general area.

A plane can pick up the transmitted distress signal anywhere up to 60 miles away, depending on the flight altitude, while a ship may hear the signal approximately 10 miles from the location of the sunken submarine. An aircraft which picks up a signal can "coach" a nearby ship to the approximate location of the sub.

In appearance, the radio rescue

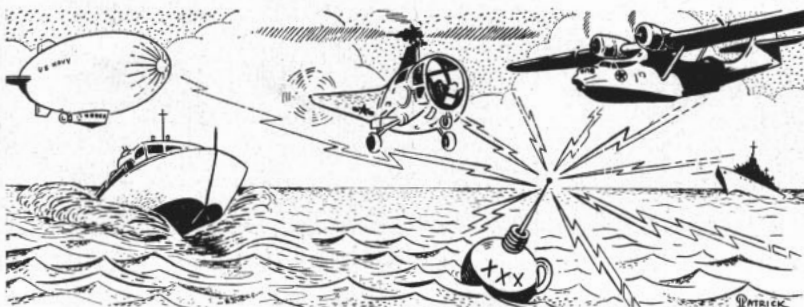
buoy looks a great deal like one of its forerunners, the sonobuoy, a war-born device which was used to great effect to detect the noise of an enemy submarine and broadcast its findings to waiting anti-submarine planes and ships. The buoy's design centers around a small, battery-operated radio transmitter which sends out its warning signal through a flexible metal antenna which resembles a large-size metal measuring tape.

The antenna may be folded smoothly back along the side of the cylindrical buoy when the buoy is ejected from the submarine. As soon as the buoy is free, the antenna springs into an upright position. It is then ready to transmit its signal once the buoy pops to the surface.

On the surface, the buoy floats with a few inches of its light-weight casing above the water surface, its antenna extending above the casing end like a thin metal finger. The antenna is omni-directional; that is, it transmits its signals in every direction. The only "dead area" is directly above the buoy. The drift of the buoy is not too important a factor since its operating life is limited to several hours.

With the development of the radio rescue buoy, the rescue of personnel aboard a sunken submarine is limited only by the depth of water in which the sub is sunk. By using the buoy, a disabled sub could be located in any reasonable depth of water, but whether rescue in deep water would be feasible is another question.

Although the buoy has been completed and proved successful in rugged field tests, it has not yet been procured for active submarines. However, most submarines will be adapted to use it should the need arise.



HIGHLAND FLING



EDINBURGH CASTLE looms behind Royal Scots and two Navy men touring Scotland's ancient and beautiful capital.



HONOR GUARD sailors cluster around movie star Signe Hasso following services at the impressive Scottish-American War Memorial in Edinburgh.

AS THE shrill notes of the bagpipes echoed from the battlements of Edinburgh Castle, some 600 men from *uss Hamul* (AD 20), *uss Hawkins* (DDR 873) and *uss Meredith* (DD 890) witnessed the traditional "beating retreat" ceremony in Scotland's ancient and beautiful capital.

The pomp and circumstance of the age old ritual of marking finis to the military day at the thousand-year-old castle, perched high on a hilltop overlooking the Scottish capital, greatly impressed the Navy men who were in the city on a courtesy call.

Thousands of Scotsmen joined with the American sailors to witness the impressive sight of the kilted pipers and drummers as they marched on the esplanade of Edinburgh Castle, performing the intricate drill movements and rendering the music so stirring to the hearts of Scotsmen the world over.

Prior to the retreat the men of *Hamul*, *Meredith* and *Hawkins* were conducted on a tour of the castle



ANCIENT CANNON still guard the castle ramparts. A Highlander tells two Navy men of his country's history.



SHRILL SQUEEL of the bagpipes has inspired soldiers of Scotland to deeds of high valor since time immemorial.



TRADITIONAL cup of four o'clock tea is enjoyed by American sailors and Highlander host during castle tour.



MUSIC LESSON—A Royal Scot gives American sailors pointers on squeezing music out of the unruly bagpipes.



ORPHANS of the city of Glasgow were treated to parties on board the destroyers USS *Ernest G. Small* (DD838) and USS *Charles R. Ware* (DD865).

Tin Cans' Visit Wins Glasgow's Good Will

Two hundred and forty young Scottish orphans now know what it is to have a big brother to show them a wonderful shipboard day.

During a visit by the two U. S. Navy destroyers USS *Ernest G. Small* (DD 838) and USS *Charles R. Ware* (DD 865) to Glasgow, Scotland, Navy crewmen threw a series of parties for orphans of that city. Two parties were held aboard each of the two ships, with a "big brother" designated for each child attending.

A separate party was held for 64 crippled youngsters at a hospital for infirm children in Glasgow. Officers and enlisted men of both ships attended, bringing with them great quantities of party delicacies.

At the ships' departure the Lord Provost of Glasgow echoed the sentiments of the city's orphans when he sent the ships the following message: "Your visit has given great pleasure. Haste ye back. Bon voyage."



'BIG BROTHERS' from the ships arranged a special party when they visited crippled youngsters at a Glasgow hospital for infirm children.

that forms the core of Scottish history. The ramparts, once manned by Robert the Bruce, William Wallace and many other Scottish heroes of the past, are in an almost perfect state of preservation, unchanged by the years.

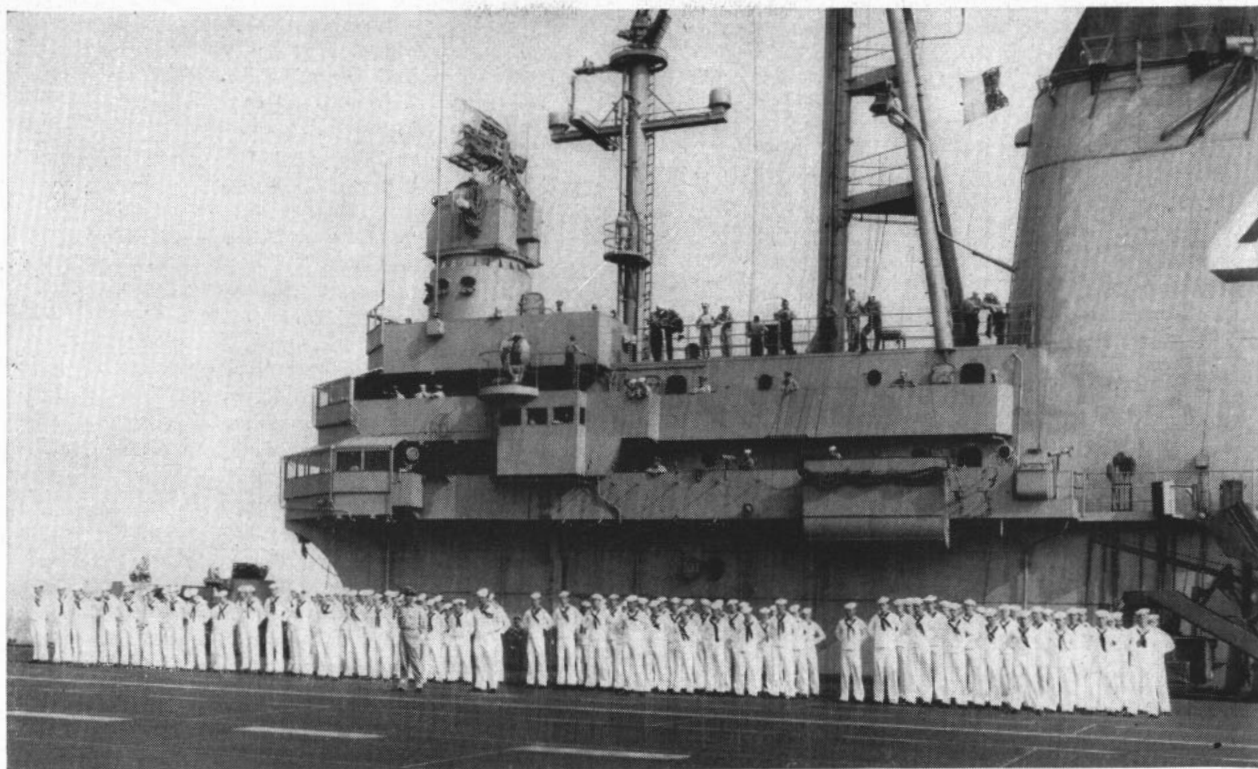
Edinburgh Castle is headquarters for the Scottish Command of the British Army, and the tartans of the kilted "Ladies from Hell" on duty there add a note of color to the fortress home of Scotland's ancient royalty.

Most impressive sight to greet the Navy men on their specially conducted tour was the World War I memorial. The Scots have converted one of the buildings of the castle into a "gallery of honor," containing individual memorials to each branch of the armed forces that suffered losses during the first world conflict.

At the Scottish-American War Memorial 12 men from *Hawkins* and *Meredith* participated in memorial services. As many of their shipmates and American tourists joined with a multitude of Scotsmen in paying tribute to the dead, the "Star Spangled Banner" was played by the Royal Marine Band. This was followed by an address and placing of a wreath on the monument.

The impressive and much-admired Scottish-American war memorial to Scotch dead of World War I was presented by subscribers in the U.S. of Scottish blood. The chief feature is the seated figure of a young kilted soldier, gazing upward, and emblematic of youthful aspiration, military ardor and patriotic devotion. The ceremony marked the first time that a U.S. Navy unit acted as honor guard. Additional U.S. Navy background for the memorial lies in the fact that the model for the kilted Scots soldier was a Navy man, Chief Quartermaster Murray Forbes, USNR. (See *ALL HANDS*, April 1950, p. 41).

During the visit of the ships to the Scots capital a basketball team representing *Hamul*, *Hawkins* and *Meredith* played a group of Scots basketeers. Court for the encounter was the amphitheatre in Princes Street Gardens, in the shadow of Edinburgh Castle. The "Yanks" lost the game—but gained much in prestige by their fine sportsmanship, witnessed by several thousand spectators who turned out for the game. —Kenneth Barnsdale, JO1, usn.



COMBAT READINESS has always been goal of Navy's 'weekend warriors.' This preparedness is already paying off.

Organized Reserve Is Trained and Ready

RESERVE manpower is one of the first essentials of the military defenses of a nation in this modern age.

In a democracy geared to a peacetime economy, a mobilization call will find the nation's Regular forces inadequate to meet its immediate requirements. It's at this time that the country's armed forces team must be able to turn to its Reserves, to fill the requirements for trained personnel quickly and efficiently.

In the naval organization, when a call goes out for more trained men, the component which is able to answer this demand most quickly is the Organized Naval Reserve. It is from this source primarily that the Navy is building up its strength to meet the requirements for expansion following the invasion of the Republic of Korea and the resulting international crisis.

"Today," says Rear Admiral Ralph S. Riggs, usn, Assistant Chief of Naval Operations (Naval Reserve), "we have the strongest Naval Reserve forces of any nation in the world."

There are more than a million officers and enlisted men in the Naval

Reserve family, including the Fleet Reserve, the Merchant Marine Naval Reserve, the Volunteer Reserve—and the Organized Reserve, which has earned the title "ready Reserve."

The Organized Reserve is the regular drilling component in the USNR family, in which members receive a day's service pay for each drill attended. The organized component has already passed the 90 per cent mark towards its quota goal of personnel strength.

Geographically the Organized Reserve is nation-wide in scope. It is not limited to port cities able to accommodate warships and dock yards.

In Eureka, Calif., for example, you'll find an Organized Electronic Company. In Gulfport, Miss., you'll run across a Cargo Handling Company. Amarillo, Tex., has its Seabee Company, and Vienna, W. Va., has its Communications Supplementary Activities Group. Port Newark, N.J., has its Ship Repair Division; Niagara Falls, N.Y., is the location of an Organized Air Reserve station, and Hannibal, Mo., accommodates a Reserve Surface Division.

The biggest training activity of the

Organized Reserve is its surface component. This is the activity which provides enlisted rate-training for the important "emergency service rates" of the inactive Reserve, ranging from machinist's mates and metalsmiths to boilermen and cooks.

Its officer members function as instructors and administrative personnel. In addition to the regular members of these divisions, a certain quota of Volunteer Reservists are permitted to "associate" themselves with the units, both in a drill pay and non-drill pay status.

The principal rate training facilities of the Surface Reserve are more than 300 training centers, or NRTC's, and several score of Navy vessels, ranging from destroyers to PCE's. The ships have been specifically commissioned for Reserve training, under the cognizance of naval district commandants.

Physically qualified for unlimited duty afloat and overseas, the Organized Reservists receive both classroom and on-the-job training to prepare themselves for the specialized duties of shipboard life.

The long-range building program



WELL-PLANNED program enables Reservists to receive both classroom and on-the-job training to prepare them fully for the rigors of shipboard life.

to complete the NRTC, which started shortly after the end of World War II, is now complete, providing the nation with a chain of modern, well-equipped facilities to train both the Naval and Marine Corps Reservists.

Closely allied to the surface component, and similar in its training organization, is the Organized Submarine Reserve. Studying the intricacies of guppy submarines, snorkeling maneuvers and hunter-killer defense techniques, the undersea Reservists train to qualify themselves in all phases of submarine warfare, and earn the right to wear the dolphin insignia.

Undersea Reservists are given specialized training, both in rank and rate, sharing certain NRTCs with surface divisions. They also learn the "feel" of undersea life aboard permanently moored submarines, which have been assigned to districts for Reserve training.

Unlike the Organized Surface Reserve, which is a training organization for enlisted ratings and strikers, officers are also trained in the Submarine Reserve for specific command and operational assignments. These submarine officer-training sections are attached to the submarine divisions.

A recent addition to the Organized Naval Reserve are satellite units

for women. Previously, the only Waves in Organized Reserve units were the limited numbers assigned to communications supplementary activities and naval intelligence programs. Other Waves serve in associate billets in the Organized Reserve's submarine, surface and air programs.

The rating groups among enlisted women who are now being trained at weekly drills in NRTCs include the following: personnel man, general storekeeper, disbursing clerk, hospital corpsman, and radioman.

In addition to the divisions of the Surface and Submarine Reserve, the program provides for the establishment of brigade and battalion staffs, which are primarily administrative set-ups in large cities to coordinate the activities of Reserve divisions.

A brigade staff is authorized in those cities where two or more battalions have been allocated. A battalion staff is set up in cities where several Reserve divisions are in training.

Besides the Navy crews needed to operate the ships, there must be qualified men to maintain and repair the vessels. The Reserve training activities which prepare personnel for this job are the Ship Repair Divisions.

Each of these divisions forms an organized nucleus of a ship repair unit which can expand to full

strength on mobilization by the addition of appropriate ranks and ratings from the Volunteer Reserve.

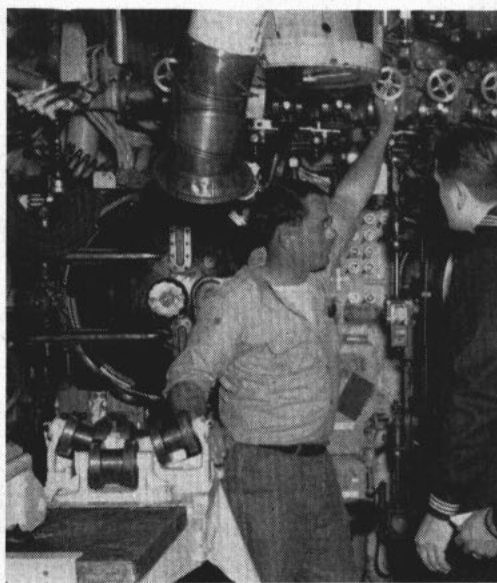
A ship repair division is divided into a hull department, where trainees study welding, blacksmith, shipfitting, sheet metal and carpentry assignments; an ordnance department, which contains fire control and gunnery shops; a machinery department with diesel, foundry, boiler, refrigeration and "inside" and "outside" shops. The electric department contains electric, gyro, radio and sound shops; and the administrative department has supply, disbursing, medical and clerical facilities.

The Organized Naval Reserve's air arm is an efficient, smoothly functioning activity of "Sunday Fliers" and "weekend warriors" who have proved their combat readiness.

Indicative of the readiness and high morale of the Organized Air Reserve is Fighter Squadron 781, which was the first Organized Reserve unit in the Nation to volunteer its services as a unit in the international crisis brought about by the Korean invasion.

All 24 of the pilots of this squadron, and a large number of the 70 enlisted men assigned to the outfit, immediately volunteered to leave their civilian jobs and return to active duty.

In the Air Reserve there is a network of naval air stations and Naval Air Reserve Training Units (NARTUs)



UNDERSEA Reservists train to qualify in all phases of submarine warfare—often

stretching from Squantum, Mass., to Spokane, Wash., with intermediate stops geographically situated to reach the largest number of Organized Reservists.

These Reservists are divided into attack, patrol, transport, fighter, and airship squadrons, plus FASRons, which are Fleet Aircraft Service Squadrons.

The weekend warriors now fly all-jet Navy fighters, the FH *Phantom* and FJ *Fury*, the latest conventional type fighter planes, the F8F *Bearcat*, as well as aircraft proved in World War II combat.

The hub of the Navy's airship Reserve activities is at NAS Lakehurst, N. J. Three Reserve squadrons are based here, while another is based at NAS Squantum, Mass., and the fifth at NAS Akron, Ohio. Each squadron has its own K-type airship.

The above training activities of the Organized Reserve drill at night on a weekly schedule or, in the case of the Air Reserve, on the basis of four drills a month, on weekends.

These are considered the "rate training" activities of the Reserve, and consequently require intensive instruction, which includes rotational annual training at shore stations, and aboard District Reserve and fleet ships.

Training on a less intensive scale are other activities of the Reserve which are considered "group training" units. These units drill twice a



OLD HAND explains the operation of feed pump in a tin can's engine room to a young Reserve seaman recruit taking his first summer training cruise.

month with pay, and also participate in the annual training programs.

Largest of the group training activities is the Organized Seabee Reserve, which has recently undergone a complete reorganization, aimed to improve its training for Group VIII ratings and facilitate the advancement of enlisted personnel.

The Seabees have as their instructors officers who are members of the Civil Engineer Corps Reserve. The CEC Reservists are highly qualified as specialists for the various duties of construction battalions, ranging from building bridges and highways to removing mountains of earth in order to construct airfields.

Another highly specialized program is the Reserve Communications Supplementary Activities group, which includes in its training the general field of communications and associated tasks. It is open to officers who are specialists in communications, electronics, intelligence and Combat Information Center personnel, plus the enlisted ratings of communications technician, aerographer's mate, photographer's mate and engineman.

In the overall program of military and naval preparedness, the job of supplying our forces is a tremendous logistics problem. This job involves cargo handling, and that's why the Organized Reserve has established

companies to train cargo handlers.

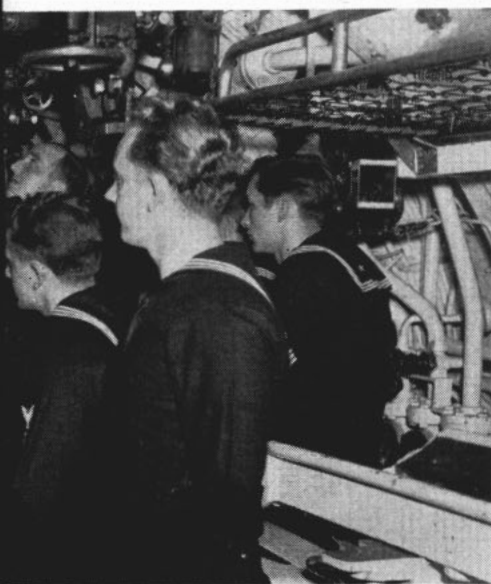
Members of cargo handling companies receive extensive training in all phases of dock work, rigging, ship loading and unloading, and storage. Also included in this program are Marine Terminal Groups, which have been organized on the east and west coasts.

New this year to the Organized Reserve is a brand-new training program, building up a source of highly important electronics personnel. This activity is a graduate of the Volunteer Reserve. Until recently, only Volunteer Electronic Warfare units were authorized, but the enthusiastic response to this program, combined with the needs of the service, resulted in establishment of Organized Electronics Companies.

These companies are furnished with operational radio and radar equipment and technical training equipment in the field of sonar, or underwater sound detection. They are also fitted with emergency communications and power generating equipment for use in event of local disaster or emergency.

The last of the Reserve activities in the bi-weekly training group is the Organized Intelligence Program, which has been established in each naval district (including Alaska, Hawaii, and Puerto Rico).

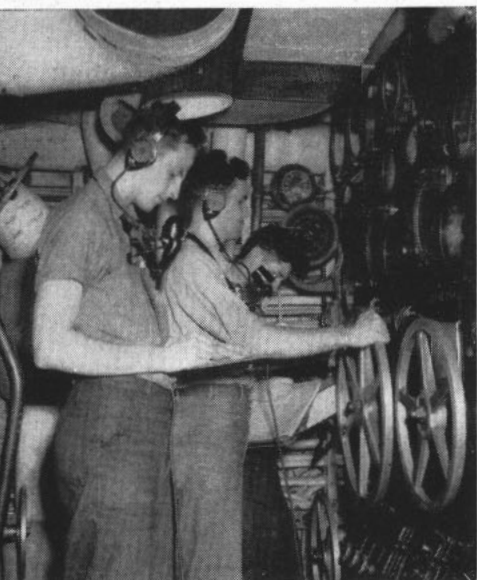
This activity trains both officer and



sive and defensive, and earn the right to wear the famed dolphin insignie.



COMBOS of Regulars and USNRs serve to speed up on-the-job training.



TRAINED Reserve is the power behind our nation's 'first line of defense.'



enlisted personnel. Intelligence work includes investigations, interviews, preparation of special studies, research, and administrative assignments connected with the training and supervision of other Naval Reserve intelligence personnel.

In all of the preceding Organized programs which have been mentioned, the Reservists who receive training are largely enlisted personnel. However, the Organized Reserve also has a number of programs which consist of small groups composed mainly of officers, who are trained as "cadres" of instructors. Among these are Advance Base Command Groups, Military Sea Transportation Service, Amphibious Beach Groups and Ship Supply Officer Groups.

The terms *Lion*, *Cub* and *Acorn* are familiar to all veterans of the Pacific. They are now a part of the Organized Reserve's Advance Base Command Program.

Their training covers the study of the function of such bases, including requirements to support combat operation, command relations, methods of base development, the importance of logistic support, billeting and dealing with local inhabitants, and the functions of military government.

In the field of ocean transportation, the Organized Reserve has established the MSTS Reserve. MSTS stands for Military Sea Transportation Service, which is a unified agency under the command of the Navy, operating vessels of the former Naval Transportation Service, plus civilian-manned naval tankers and vessels previously operated by the Army or under Army charters.

The Organized Reserve's MSTS program aims to provide instruction to officer Reservists in the field of sea transportation, port director officers, and such related billets as CARO (convoy and routing officers).

Another small but vital officer-training program is that made up of Amphibious Beach Groups. Its members are trained to form the nucleus of amphibious groups in the event of mobilization. These groups are open to personnel who have had experience or training in the organizations of shore parties, beach parties and general amphibious operations.

Fittingly enough, this round-up on the Organized Reserve's training program is completed with the most recently established activity which

has to do with reactivation of the Reserve fleet. The program is made up of Ship Supply Officer Groups.

Trained to supply a reactivated "mothball" fleet in a period of national emergency, the members are instructed on how to take "pickled" ships out of their preserved status and to serve as instructors in the gigantic task of reactivation and supply.

The development of the Organized Reserve, like that of the entire Naval Reserve program, has drawn forth the praise of high officials in both the government and the armed forces.

Typical of the expressed attitude is that of Rear Admiral Irving M. McQuiston, USNR, who is the military executive officer of the Civilian Components Policy Board, and, incidentally, the only Naval Reserve flag officer on active duty.

"I am squarely behind the Naval Reserve program—100 per cent," he says. "The taxpayer is getting more security for his dollar from this source than by any other means."

Reserves and Regulars Relationship Outlined

The following statement by Rear Admiral Ralph S. Riggs, USN, Assistant Chief of Naval Operations (Naval Reserve) summarizes briefly the feeling of Regular Navy officials concerning the Naval Reserve:

"During the last war more than 3½ million Reservists, men and women, served on active duty with the Navy alone. The ratio of civilians on active military duty to men of the Regular Navy was 10 to one. This should be sufficient evidence that it is incumbent upon the Naval Establishment to provide a well-trained Reserve, which can operate with efficiency side by side with our Regular forces."

In a report on the Naval Reserve, Captain J. H. Shultz, USN, Assistant Chief of Naval Personnel for Naval Reserve, has this to say:

"Integration of the Naval Reserve with the Navy continues to be stressed. This is the case at all levels—the Navy Department, Naval Districts and the Fleet."

Revision of MATS Peacetime Missions

IN ORDER to cope with any future emergency comparable to the recent blockade of Berlin, the Military Air Transport Service (MATS) has completed a sweeping revision of its missions.

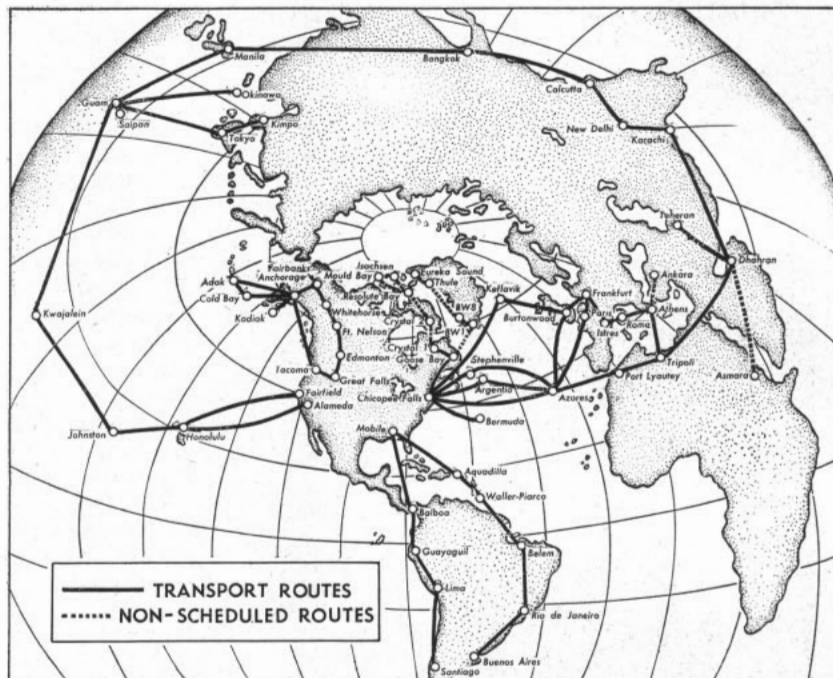
Its purpose: to give the U. S. a "force-in-being," an airlift which will be ready at a moment's notice to shoulder an air supply operation of considerable size anywhere around the globe.

To accomplish this objective, MATS is now concentrating on training its flight crews to fly their big transports over any route and into any MATS field in the world at the drop of a roadblock.

(Editor's note—Here's what MATS was doing and planning when the Korean troubles came, changing some features of this story. But since most of these policies can be expected to be put into effect in peacetime, you will derive much information from it.)

Despite its increased training job, however, MATS will continue to maintain its schedule of overseas flights under the new provisions and there will be no decrease in present ton-mile capabilities, due mainly to the fact that new, larger planes will be added during 1950.

The new planes will be C-97A *Stratofreighters*, transports which set several records for tons-carried during the days of the Berlin lift. The C-97 is a four-engined plane with two cargo decks capable of carrying 39,000 pounds of freight.



INTERNATIONAL flights will be maintained under the new provisions and, due to the new aircraft being added, cargo tonnages flown will increase.

Nine of the new *Stratofreighters* will be put to work in the MATS Atlantic Division and are expected to be the workhorses of the transport service in the future.

Domestic flights for personnel, except for certain air evacuation services and trunk-line cargo hauls, will be discontinued as a result of the reshuffling of missions.

In brief, here is what the changes in MATS operations will include:

- Revision of aircraft and flying hour allocations to provide training for nearly twice as many air crews.

- A program to develop greater continuity in air crew training, a program which can be rapidly and efficiently expanded if necessary.

- Discontinuance of "feeder" transport service based at Air Materiel Command depots.

- Discontinuance of scheduled transport service within the U. S. except as noted above.

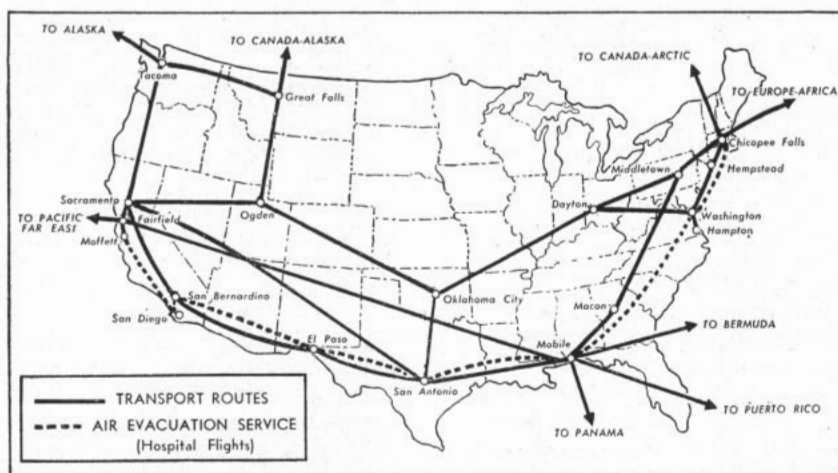
- Discontinuance or reduction of scheduled flights down the west and east coasts of South America.

- Closing of certain Flight Advisory Centers in France and Italy.

- Reduction in resupply flights to jointly operated Canadian U.S. weather bureau stations in north-east Canada.

Actually, thanks to the big, new planes scheduled for delivery, the revision of missions will result not in less but in greater tonnages being flown to armed forces personnel. This means that the Navy man overseas will continue to get the indirect privileges he now enjoys from MATS' far-flung operations.

These benefits include quick delivery of mail, air evacuation to a hospital in case of accident or dis-



DOMESTIC flights will discontinue the transportation of personnel in all but a few special cases as a result of the reshuffling of missions.

Facing Reenlistment Physical, Chief Loses 106 Pounds with Diet

To meet the requirements of a physical exam for reenlistment, a chief torpedoman's mate on board the submarine tender *uss Sperry* (AS 12) went on a reducing spree that saw 16 inches disappear from his waistline and three and a half inches from his collar. Total loss of weight through the self-imposed "reenlistment diet"; 106 pounds.

The story of the shrinking chief—Marvin E. Brock-

man TMC, USN—goes back some months to one day in *Sperry's* CPO quarters. Brockman, sipping a cup of well-sugared coffee, listened with interest while another chief sang the blues about the rough reenlistment physical. In particular, the ship's doctor had had some sharp comments about excess weight.

Now the other chief was big, but not when compared to Chief Brockman. Around the waist Brockman measured 53 inches, and a size 20 collar fitted him very snugly indeed. His rotund figure tipped the scales at 310 pounds.

Slipping out of CPO quarters as quietly as any 310-pounder could, Brockman headed for sick bay for a heart-to-heart talk with the medical officer. He came out a man of determination. Reenlistment was six months away, he told his bunkmates in CPO quarters, and he was on a diet. No potatoes, gravy, bread, butter, or sweets any more. No snacks between meals.

He stuck to his words, applying a rigid will power that allowed of no deviation from the straight and narrow diet course. At the end of five months, one month ahead of his reenlistment, his weight had wilted from 310 to 204 pounds, his 53-inch belt was notched back to a relatively trim 37, his size 20 collar gave way to size 16½. His six-foot frame was shipshape again.

Although the chief had to buy a complete set of new uniforms, putting quite a dent into his bank account, he says that the diet, besides keeping him in the Navy, now has him feeling great. He's a new man and looks it.

"There isn't a thing a man can't do," says the chief who really enjoys his steaks thick and with all the trimmings, "once he sets his mind to it."



BEFORE—310 lbs.

AFTER—204 lbs.

ease and the receipt of necessary supplies and equipment in a hurry.

Personnel stationed in Alaska will see no decrease in the number of MATS planes flying into the far-north area although they may see a change in the familiar faces of pilots and crewmen. Crews on this run as well as on other runs will be rotated more often so as to give training to personnel from other divisions.

Under the new provisions, however, personnel on leave will find it more difficult to fly MATS. Space available for those with a Class 4 priority (the priority given those on leave) has been drastically reduced. Navy men may have to look elsewhere in most cases for transportation (see *ALL HANDS*, July 1950, p. 7).

At the present time, approximately 2,700 of the total of 23,400 military personnel in the transport phase of MATS operations, or roughly, 12 per cent, are Navy airmen. MATS has an additional 26,300 Air Force

personnel providing technical support services (air communications, weather, rescue and flight monitoring).

MATS was established in June 1948 by a directive of the Secretary of Defense.

Almost immediately, the fledgling transport service was called upon to meet the challenge of the Russian blockade of Berlin. Setting aside its plans for normal operations and development, MATS committed all of its resources—air crews, aircraft and technical experience—to the support of the Berlin airlift.

With the end of the airlift a year later, MATS was able to "phase out" its units from the airlift and to regroup itself in order to resume normal scheduled operations. This it did and is now organized as an integrated air route command, providing both scheduled and strategic airlift operations through its three transport divisions.

As an essential element of the Department of Defense (MATS was the

first example of unification of the services), MATS provides organizational training and development of advanced procedures in the fields of air transport and technical services.

It is a working nucleus for mobilization expansion with operating bases and stockpiling overseas.

Exotic Hobby Blossoms

There are Navymen who lift barbells in their spare time, others who collect stamps—and those who raise orchids. One of the last-mentioned—and maybe the only one—is Charles E. Atkinson, PN2, on duty at the U.S. Naval Air Station, Los Alamitos, Calif.

Atkinson doesn't raise his orchids at the air station, but at his home in Balboa, Calif. He has built a small greenhouse at his home for that purpose. Atkinson doesn't recommend orchid-growing as a hobby for men serving aboard ship. It's hard to get official sanction for a greenhouse on the boat deck.

LETTERS TO THE EDITOR

You Can't Have Your Cake . . .

SIR: Articles A-4316 and C-9203, BuPers Manual, state that "payment of money allowance for quarters will be made to each enlisted person of the first, second and third (now seventh, sixth and fifth) pay grades having a dependent. The term dependent includes at all times and in all places, a lawful wife and unmarried children under 21 years of age."

My question is this: Is a person who has obtained an interlocutory decree of divorce still entitled to receive BAQ until the divorce is declared final?—R. N. S., YNC, USN.

• *An interlocutory judgment of annulment or divorce, in some states, and a decree a mensa et thoro in other states, do not legally terminate a marriage, and the contracting parties remain legally married until entry of a final judgment three months, six months or a year or more following the interim judgment, the period varying in different states. However, the Comptroller General has ruled that a member of the armed forces may not receive increased allowances for a lawful wife during such interim unless he contributes an adequate amount for her support. Such support may be furnished by allotment or personal contributions.*—Ed.

Wants Guided Missiles Training

SIR: I would like to get the necessary information pertaining to the qualifications and applications to the U.S. Naval School of Guided Missiles.

I understand that the Bureau of Naval Personnel will not accept individual requests but will select candidates from nominations submitted by Service Force Commanders. How can I get on this nomination list?—W. O. F., GMC, USN.

• *Requirements for the training of gunner's mates at the Naval School, Guided Missiles, are extremely limited for the present and immediate future. It is not anticipated that BuPers will request the Service Force Commanders to nominate gunner's mates candidates for the class convening 2 Oct 1950. About all you can do is await the call for volunteers from Service Force Commanders before submitting your application for guided missiles training.*—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

No Warrant Appointments Open

SIR: Is it possible to obtain an appointment as warrant officer (pay clerk) in the Naval Reserve? If so, what is the procedure?—L. G., SKGC, USNR.

• *No warrant appointments are being made in the U.S. Naval Reserve at the present time. Since there are a sufficient number of warrant officers on the rolls of the Naval Reserve, it is not anticipated that the procurement of warrant officers in the Naval Reserve will be authorized in the near future.*—Ed.

Classification of Reserve Officers

SIR: I would appreciate information concerning the classification SA for commissioned officers of the Naval Reserve. It is my understanding that such classification is to designate a limited special service officer. In the specific case in question, the SA classification was given because the officer did not meet the visual requirements which had been set up for commissioned status. What billets are such officers qualified to fill during national emergencies? How closely does BuPers follow such classifications in assigning officers to duties in wartime?

Also, how does this classification differ from an S classification?—A.P.F., LTJG, USNR.

• *The SA classification has been replaced by the designator 1355. This is defined as "An unrestricted line officer who is a member of the aeronautical organization not on duty involving flying."*

The S classification has been replaced by the designator 1105, which is defined as "An unrestricted line officer not a member of the aeronautical organization."

An officer bearing the designator 1355 is eligible to fill any billet within the aeronautical organization for which he is considered qualified. An officer bearing the designator 1105 is eligible to fill any general line billet outside the aeronautical organization for which considered qualified.—Ed.

Eligible to Be Advanced?

SIR: (1) Would a letter of commendation issued to a YNC by CinCPac for performance of duty in actual combat with the enemy make the man eligible to be advanced to the next higher grade when placed on the honorary retired list as outlined in Art. H-6306, BuPers Manual? If so, to what rank would he be advanced?

(2) Art. 54392, Volume 5, BuSandA Manual, states that an active duty Reservist is not entitled to lump sum leave payment when discharged for the purpose of enlisting in the Regular Navy. Can this unused leave be carried forward to the new service record?

(3) Would a stationkeeper Naval Reservist serving in a NARTU be assigned a service type code of 64 or 88?—G. S. L., PN1, USN.

• (1) *No. To be entitled to advancement to the next higher grade when placed on the honorary retired list a person must have been commended by the head of an executive department—the Secretary of the Navy in this case—for performance of duty in actual combat with the enemy.*

(2) *The unused leave of an active duty Reservist who is discharged for the purpose of enlisting in the Regular Navy can be carried forward to the new enlistment, provided the discharge is prior to normal expiration of Reserve enlistment, and provided further that duty while in the Reserve has been active duty which would entitle the person to accrual of leave in accordance with Art. C-6102, BuPers Manual.*

(3) *Code number 64. The code number 88 applies to members of the Reserve in a drilling status, such as members of the Organized Naval Air Reserve.*—Ed.

Indefinite Reenlistments

SIR: I have a cousin in the Army who reenlisted for an indefinite period. Can a person do that in the Navy? If not, would you kindly explain the Navy's policy regarding such a reenlistment?—C. F. H., QM1, USN.

• *No can do, in the Navy. The Navy's policy regarding reenlistments is as follows: "Except when reenlistments for shorter periods are authorized by the Chief of Naval Personnel, reenlistment under continuous service shall be for a term of four or six years at the option of the individual concerned."*—Ed.

Allowance for Trailer Travel?

SIR: Having read the March ALL HANDS article covering the Great Lakes trailer park, and MSgt Smith's letter in the May issue, I think it only appropriate that my familiarity with accommodations in Boston, Mass., and Newport, R.I., be made available. I will be happy to pass the dope on to anyone who expects to hit these ports, if they will write me at this address: C. H. Evans, BMC, USS *Shenandoah* (AD 26), c/o FPO, New York, N. Y. Inquirer should enclose a stamped self-addressed envelope.

I am also curious to know whether or not the subject of travel reimbursement for military personnel moving their house trailers has ever been broached in official circles. The government has been relieved of a sizeable amount of trouble and expense by these people, and their number is increasing daily. I am of the opinion that we should be allowed some extra travel allowance. Please don't consider this a gripe, but as a query and a suggestion.

After two years in a trailer, my family and I are heartily agreed that we should have become trailerites a long time sooner.—C. H. E., BMC, USN.

• Thank you for your kind offer to pass on information about trailer park facilities in the Boston and Newport areas.

As far as we have been able to determine, the subject of extra travel allowance for personnel moving house trailers has not come under consideration. It is felt that payment of travel allowance for the man traveling under orders by automobile and additional reimbursement for travel of dependents should cover the expenses incurred in transporting the trailer. However, it is true that the government is spared the cost of packing and moving household furnishings in cases like yours, and we here at ALL HANDS realize that driving an automobile with a house trailer in tow is considerably more expensive than normal touring. But for now at least, it looks like having your home and its contents on hand when you arrive at your new station will be the extent of your extra compensation for moving them.—Ed.

Wearing of Rating Badges

SIR: What is the regulation for wearing rating badges on chiefs' khaki shirts?—R. R. L., ACC, USN.

• This regulation, as well as all others pertaining to Navy uniforms, may be found in "United States Navy Uniform Regulations," a copy of which is in your ship's office.

In this case, Uniform Regs says that the khaki-and-blue chief's insignia shall be worn on khaki working shirts and on khaki cotton coats (see page 9-6.)—Ed.



NATIONAL ENSIGN is saluted when boarding naval vessels only when flag is flying.

Keeping the Ship's Log

SIR: The following point has been under discussion and is referred to you for clarification. It is believed that this question has come up many times in the service and that a correct solution will be appreciated by a great many quartermasters.

Which figure is to be placed in column "8" of the "columns page" in the ship's log, the "velocity" of the wind in knots or the Beaufort Scale "force" as determined by entering the table with the wind velocity in knots?

Paragraph (7) of the directions for keeping the ship's log states "In the eighth blank column, headed 'Wind (True),' 'Force (knots),' is to be entered the estimated force or strength of the wind in knots for the respective hours, according to the table, . . ." (Italics supplied).

It is realized that many fine points of argument exist, but the main one seems to be whether or not "force" and "velocity" are the same quantity. Will you please either set me straight with regard to this question or let me know where the definite answer may be found?—C. E. B., JR., LCDR, USN.

• The figure entered in column 8 of the ship's log columnar data sheet should be the number representing the velocity of the wind in knots, determined by reading the anemometer aboard ship where one is available.

Where an anemometer is not available the force (knots) is estimated by determining into which of the categories described in Beaufort's Scale existing sea conditions fall, and converting this category to knots by use of the conversion table referred to in the instructions.

These instructions will be clarified in the revision of instructions for keeping the log now under preparation.—Ed.

Saluting After Sunset

SIR: Navy Regs of 1948 states that "each person in the naval service, upon coming aboard a ship of the Navy, shall salute the national ensign if it is flying."

What's the story? Have they done away with saluting the quarterdeck from sunset to morning quarters?—M. L. K., QMC, USN.

• That's right, chief. It is not now required to salute the national ensign (the quarterdeck, in other words) if you arrive on the quarterdeck between sunset (when the ensign is lowered) and morning quarters (when it is raised once more).

This recent change in an old custom was decided upon by the Navy Regulations Board in 1948. The board felt that "the salute to the ensign when the colors are not flying has no meaning."

This change, however, has no effect upon the usual salute to the officer of the deck. The officer of the deck on any ship will be saluted each time a Navy man boards or leaves a ship, regardless of the hour.—Ed.

Maximum Mark Assigned

* SIR: Information is requested as to the maximum mark to be assigned in proficiency and conduct upon transfer within a quarterly period in which a member has already been assigned a proficiency and conduct mark of 3.0 and 1.5 respectively, because of a single offense during the quarter, resulting in an approved sentence of deck court proceedings.

I have noticed that some stations do assign a transfer mark in proficiency and conduct no higher than the lowest such marks already established within the quarter; others appear to assign marks in proficiency and conduct on transfer disregarding marks established because of offenses committed. It would appear to me that the transfer mark in proficiency and conduct would not exceed 3.0 and 1.5, respectively.—C. L. L., PNC, USN.

• Marks in conduct and proficiency in rate assigned personnel upon transfer are not restricted by previously assigned low marks which were assigned as a result of disciplinary action during the quarter in which the transfer occurred. Low marks assigned due to disciplinary action, however, do restrict the quarterly (periodic) marks, in that the representative marks for proficiency in rate, conduct and leadership may not exceed the lowest marks assigned as a result of disciplinary action or unsatisfactory performance of duty during the quarter (period) concerned. (See Article C-7821 (12) (a), BuPers Manual.)

Example: Seaman Jones was assigned marks of 3.0 in proficiency in rate and 1.5 in conduct on 10 Jan 1950 as a result of conviction by deck court. Jones

committed no offenses and his performance of duty was exemplary during the period from 11 January until his transfer on 15 Feb 1950, at which time he was assigned marks of 3.9 in proficiency in rate and 4.0 in conduct. Jones' new commanding officer may assign him quarterly marks on 31 Mar 1950 not to exceed the lowest marks assigned as the result of disciplinary action or unsatisfactory performance of duty during the quarter which, in Jones' case, is 3.0 in proficiency in rate and 1.5 in conduct.—Ed.

Promotion of Reserve Ensigns

SIR: A recent article in the Naval Reserve Bulletin stated that all ensigns in the Naval Reserve whose date of rank was in fiscal 1947 were in the promotion zone and would be promoted without action by a promotion board, provided there were no adverse entries in their officers' jackets.

Does this mean that ensigns in the Naval Reserve effect permanent appointments at their respective Organized Naval Reserve units to the rank of lieutenant (junior grade) upon having completed three years in grade? I suspect there are a considerable number of officers in that promotion zone who are interested.—R. F. G., Ens, DL, USNR.

• Ensigns in the Naval Reserve become eligible for promotion three years from date of rank. Appointments are announced semi-annually and are delivered subject to the professional qualifications set forth in NavPers 10840. Announcements were being published starting in August 1950 to appoint those ensigns who were originally commissioned prior to 1 July 1947.—Ed.

Commendation for Hospital Corps

SIR: I was wondering whether you could give me any information concerning a commendation given to the Hospital Corps during the war. I understand it was the first time any such commendation had been awarded to a whole unit as such. Does this entitle an ex-corpsman to wear the Commendation Ribbon with no individual letter to verify it? I would greatly appreciate your clearing this point up.—G.B.H.

• The commendation addressed to the Hospital Corps as a whole by the Secretary of the Navy for service in World War II does not entitle any member of the Hospital Corps to wear the Commendation Ribbon. Wearing of the Commendation Ribbon is restricted to those who received individual letters of commendation from the Secretary of the Navy or a fleet commander with the rank of vice admiral or above.—Ed.

Stars and Ribbons

SIR: I have been in the Navy since 10 Mar 1938 and have continuous service. My conduct record has been 4.0 for all that time. I shipped over last month, completing 12 years. Now I have some questions.

(1) How many stars do I rate on my good conduct ribbon? When will I rate another one?

(2) Is there any notation made in my record to show whether I rate gold hashmarks? How is it determined whether I do or don't?

(3) Is it against regulations to have silk ribbons sewed to my blues? If so, what is the regulation?—R. S., BMC, USN.

• (1) Two stars. If you remain on continuous active service you will be entitled to another on 10 Mar 1953, assuming that you are otherwise qualified.

(2) No notation is made in your service record to show whether you rate gold hashmarks. You are automatically entitled to do so if you have completed 12 years' continuous active duty and maintained marks and qualifications equivalent to those necessary for the Good Conduct Medal.

(3) No. See Art. 12-1 (b) (4), U.S. Navy Uniform Regulations, 1947.—Ed.

No BAQ for Mother

SIR: When they passed the Career Compensation Act last year I was drawing as part of my total pay a dependence allowance for my mother.

Now that I am being paid instead under the new Act, I am told that I am no longer able to get a dependence allowance for her, although she is still entirely dependent upon me for her support, unless she actually lives where I am stationed.

My mother is 71, a widow and has been under a doctor's care for several years. She is unable to move around easily and it would be a great hardship for her to have to follow me around from base to base.

Is there any way that I can qualify to draw BAQ for her under the Career Compensation Act without her living where I am?—A.S.B., ENC. USN.

• Not at present. The Career Compensation Act, as passed by Congress, clearly states that your mother will be considered your dependent only if she "actually resides in (your) household." (ALL HANDS, July 1950, p. 7).

However, there is some hope that this section may be changed. The Personnel Policy Board of the Department of Defense is now considering a change which would ease "hardship cases" such as yours.

Ask your disbursing officer to tell you of any changes that are made in the regulations concerning dependent parents.—Ed.



GOOD CONDUCT MEDAL—Clasps slide over ribbon and are held in place by back bar.

Clasps on Good Conduct Medal

SIR: Would you please let me know how to put additional good conduct clasps on the Good Conduct Medal ribbon? At one time they used to pin on, but now they seem to slide on the ribbon. To do this it seems that the ribbon would have to be broken loose from the pin of the medal.—B.W.S., ADC, USN.

• The bar extending across the back of the clasp must be opened sufficiently to permit it to slide over the top of the ribbon bar. After the clasp has been placed properly on the ribbon, the back bar may be clamped against the ribbon, thus holding the clasp in place.

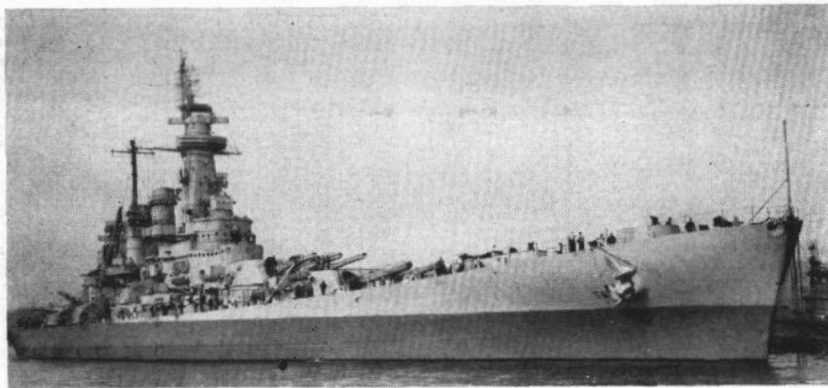
Good Conduct Clasps are worn on the suspension ribbon of the Good Conduct Medal in the order earned—that is, Second Award Clasp placed nearest the medal, Third Award Clasp next, and so on.—Ed.

Sharpshooter's Medal

SIR: On 31 July 1931 I qualified as a Navy sharpshooter. To date I have not received a medal nor a bar for this accomplishment. How may I obtain this medal? As an entry was made in my record at the time I qualified, am I still authorized to wear this medal, and have I also been authorized to do so since 31 July 1931?—A.J.J., LT, USN.

• U.S. Navy Small Arms Firing Regulations and Instructions, 1931, stated that enlisted personnel who draw extra compensation as expert rifleman, rifle sharpshooter and expert pistol shot will wear the appropriate distinguishing mark in accordance with the provisions of Uniform Regulations. Uniform Regulations, 1922, stated that the sharpshooter's medal is no longer issued. The distinguishing mark to be worn on the uniform of enlisted personnel is a square patch of cloth.

The Navy Department was not issuing a medal or bar at the time you were qualified as a rifle sharpshooter. You are, therefore, not entitled to this medal.—Ed.



USS WASHINGTON—RADM Wilcox was lost overboard from her early in World War II.

Admiral Lost from Battleship

SIR: In your letters to the editor section (ALL HANDS, June 1950, p. 24) your answer to the letter of C. S., MMC, USN, contains an inaccurate statement. It is true that no admiral was lost at sea from USS *Erie* (PG 50), but on 12-13 Nov 1942 *Erie* was not a member of the Guadalcanal Support Force. Another look at her smooth deck logs should show that on those dates *Erie* was torpedoed, burned and beached off the Island of Curacao, Dutch West Indies, while escorting a convoy from Trinidad to Guantanamo Bay.—F. J. B., Jr., LT, USN.

SIR: No admiral was lost at sea from USS *Erie*, but Rear Admiral Wilcox, who was Commander Special Service Squadron, with his flag on *Erie* in Panama in 1938-39, was lost overboard from either USS *Washington* (BB 56) or USS

North Carolina (BB 55) during the early part of World War II.—A. J. C., HMC, USN.

• Many of ALL HANDS' sharp-eyed readers caught this one, and minced no words in telling us about it. A revised report from the smooth deck logs section confirms what many readers already knew: that *Erie* was operating in the Caribbean on 12-13 Nov 1942. The admiral referred to in the original letter apparently was Rear Admiral John W. Wilcox, Jr., USN, serving as Commander Battleships, Atlantic Fleet. He was swept overboard during heavy weather from USS *Washington* in the Atlantic on 27 Mar 1942, under normal cruise conditions.—Ed.

Training Stewardsmen

SIR: What is the program for the training of stewards in the Navy insofar as their new status is concerned? Some of us have low GCT marks and wonder if we will be given the benefit of a training program that would enable us to alter our status and thereby qualify for a higher rate or different rating.—E. & E., TA USN, and 15 other personnel.

• As far as your present rate or rating is involved, you have the same opportunities as any other rate or rating desiring a change. Bureau of Naval Personnel Circ. Ltr. 12-50, enclosure F (NDB, 31 Jan 1950), indicates the requirements to be met. A change in rating is based primarily on (1) needs of the service, (2) individual's training and experience with rate or rating requested, (3) commanding officer's recommendation.

The Naval School for Stewards, Class "A", is located at the Naval Supply Depot, Bayonne, New Jersey. Length of the course is 12 weeks and eligible personnel are TAs, TNs, and SD3s. Applicants should have a GCT score of 40 or above and be able to write legibly.

Requests for this school should be addressed via the chain of command to the Chief of Naval Personnel—Ed.

Desires Out-Service Training

SIR: (1) Is it possible for a member of the Hospital Corps to take a graduate course under the auspices of BuMed in a civilian institution with the idea of obtaining a bachelor of science in medicine?

(2) Is it possible for him to take advanced courses in a civilian institution in either chemistry or pharmacy while in the Navy?

(3) Is there any arrangement of years of obligated service that might be made that would enable a man to take advanced study?—J. S. B., HMC, USN.

• (1) No. The program under which the Navy supplied the funds for personnel to complete their college training has been ended.

(2) In certain cases, BuMed does provide for out-service training in a civilian institution after working hours provided the institution is near the man's duty station and provided the additional studies do not interfere with his Navy work. Request submitted to BuMed for such training must include letter of acceptance from the teaching institution, complete with cost of tuition and books needed for the course, and dates covered by the course.

(3) No. Such a system is not now available.

No doubt, Chief, you already know about the nine-month course in pharmacy and the one-year course in chemistry given by the Navy itself to qualified personnel.

In addition to this in-service training, a number of hospital corpsmen have acquired a Bachelor of Science degree in pharmacy by attending night school. Often this requires many years of effort and study due partly to the fact that a sailor isn't always ashore.—Ed.

POs at Class A Schools

SIR: I would appreciate any information you could give me on a rated storekeeper going to a Class A school.

We are informed at this station that a rated man cannot go to a Class A school, and that these schools are for non-rated men only. But we are getting seamen in every day from the school in Bayonne, N. J., who tell us that rated men were in their classes. I believe that it would be to the Navy's benefit and my own to go to this school.—T. W. J., SK3, USN.

• Class A schools are designed to cover the technical qualifications for PO3 and PO2. Therefore, seaman apprentices, seamen, and petty officers third class are eligible, as far as rate is concerned, to be enrolled. (See Art. D-2301 (1) (b), BuPers Manual.)

Submit an official request to the chief of Naval Personnel, via the chain of command.—Ed.

Fleet Reserve Physicals

SIR: I have over 21 years' service and intend to go into the Fleet Reserve in the near future. What I want to know is:

(1) How often will I have to take a physical?

(2) If I fail to pass a physical, will I lose my retainer pay and what will be the result?

I don't know how many people I asked this question and never seem to get the same answer twice.—T. S. K., CTC, USN.

• (1) All enlisted personnel in the Fleet Reserve who have been transferred from the Regular Navy after 16 or more years of service therein, are examined physically at least once during each four year period. (See Art. H-9604, BuPers Manual)

(2) If the Fleet Reservist is found physically unfit for recall to active service, he is placed on the retired list on the first of the month following, with the same pay that he was receiving as retainer pay.—Ed.

Reenlisting in USN from USNR

SIR: Is it possible to reenlist in USN from active duty in USNR as station-keeper, and retain the rate which you now have as stationkeeper?—R. W. C., YN1, USNR.

• *No. In order that an individual's eligibility for enlistment in the Regular Navy may be determined, he must first submit his formal written application for enlistment at a Regular Navy recruiting station. The officer in charge will process his application and advise him regarding his eligibility for acceptance, as well as the rate in which enlistment may be made. Active duty service in the peacetime Naval Reserve has no bearing on an applicant's eligibility for acceptance, or rate in which enlistment may be effected.*—Ed.

Split in Telemans Rating Studied

SIR: In July 1949 the Navy was all set to split the rating of telemans to teleman and mail clerk. ALL HANDS even wrote an article on how the Navy was badly in need of qualified mailmen on its ships. I believe the Navy is still in need of qualified mailmen, and I would like to know if they are going to split the rating.

During the past two years I have known of at least 20 mailmen who have given up a career in the Navy due to the fact they did not know telemans duties, and could not advance in rating. I think the postal business is a field in itself, and should be treated as such. The only way to do this is to make it a separate rating. No man in his right mind wants to stay on a job if he can not be advanced in position, and that is exactly the situation that most mailmen in the Navy are in right now.—S. J. T., USN.

• *The Navy has been studying the telemans rating for some time, and considering various proposals from Fleet commanders to establish a separate rating of postal clerk, transfer the mailman duties to personnel of another rating, or to assign postal duties to excess petty officers in various ratings. The proposal to establish a separate general service rating of postal clerk was disapproved on the grounds that such a rating would not constitute a service career comparable to other rating groups. The Chief of Naval Personnel has directed (1) "That no change be made at this time in the assignment of postal duties to other than the telemans rating. If, after further experience during the next year or two, the necessity for a general service rating of mailman is substantiated, such a proposal will be reconsidered." (2) "A study be made on the possibility and desirability of combining postal duties with the duties of other ratings instead of with the TE rating." This study is going on right now.*—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C. four or more months in advance.

• *uss Quincy (CA 71)*—Fourth annual officers' reunion is to be held in Washington, D.C., on 8 and 9 Sept 1950.

• *uss Donner (LSD 20)*—A reunion is being contemplated for some time in September, with New York City as the proposed location. All interested should get in touch with E. A. Zeller, 1037 Stewart St., Lincoln Park 25, Mich.

• *The B-21 Club*—Annual reunion of this organization composed of the one-time members of the permanent shore patrol stationed at the Sampson Naval Training Station, Sampson, N.Y., to be held 8, 9 and 10 Sept at Erie, Pa. Full information can be obtained from Officer Carl Englert, Erie Police Dept., Erie, Pa.

• *uss Baltimore (CA 68)*—A reunion will be held at the Hotel Capitol, New York City, on 30 Sept. The reunion committee promises a big "feed" with no waiting in line, and an opportunity for renewing old acquaintances. Contact C. J. Hladik, 714 Avenue A, Bayonne, N.J.

• *uss Bole (DD 755)*—All former crew members interested in holding a first annual reunion should write to Raymond E. Hebing, 124 Averill Ave., Rochester 20, N.Y. Place and date are still to be decided.

• *uss Asphalt (IX 153)*—The third annual reunion and memorial service will be held in New York City during the weekend of 6, 7 and 8 Oct 1950. For information, write Jerry M. Morse, 99 Ocean Ave., Brooklyn 25, N.Y.

• *uss Joseph T. Dickman (APA 13, formerly AP 26)*—Second annual

reunion is to be held on 28 Oct 1950 at the Bellevue Stratford Hotel, Philadelphia, Pa. All former shipmates who have not already been contacted write to Edward E. Anthony, 131 Emerald Ave., West Cape May, N.J.

• *uss LST 612*—All former shipmates interested in a reunion in the near future should write to Leo D. Wallett, Cedar Lane & Mt. Vista Rd., Kingsville, Md., stating preferred time and place.

• *uss Lexington (CV 2)*—A reunion is planned for 9 Sept 1950, with the Chicago Press Club as headquarters. All shipmates interested in attending should write LCDR H. S. Foote, Box 8, NAS Glenview, Ill., for further information if time permits.

• *uss Reclaimer (ARS 42)*—George Kosack, Jr., of 564 E. Jackson St., Joliet, Ill., would like to hear from any former members of this ship's crew.

• *uss Cleveland (CL 55)*—Former personnel of this cruiser who are interested in holding a reunion are requested to contact John A. Mulshine, 813 Cleveland Ave., Elizabeth, N.J.

• *uss Talladega (APA 208)*—All former shipmates interested in holding a reunion should contact John Spivey, Jr., 230 Matadero Ave., Palo Alto, Calif. Time and place are still to be decided.

• *uss Missouri (BB 63)*—Former shipmates interested in holding a reunion should contact James E. Pond, 262 S. 12th St., Lebanon, Ohio.

• *uss Zaniah (AG 70)*—All former shipmates interested in the annual reunion or in receiving the ship's publication, "Order of the Globe," should write to Phil Turner, PO Box 732, Tallahassee, Fla.

Flight Awards Still Available

SIR: (1) Can an enlisted man, upon reversion from commissioned status, obtain copies of his fitness reports? If so, by what procedure?

(2) Was the policy of awards, based on the number of missions flown during the war, adopted by the Navy? If so, are requests for individual aviator adjustments of awards still being accepted? If so, what is the procedure for submitting such requests?—J. M., ADC, USN.

• (1) Yes, it is possible for you to obtain copies of any part of your record. An officer or former officer desiring personal copies of any part of his record must make independent arrangements

to have such copies made. Each officer's record is available for review by the officer, or by any person who presents written authorization from the officer, at any time during working hours in room 3057, Bureau of Naval Personnel, Navy Department, Washington 25, D.C. Copies may be made at this time.

(2) Requests for individual aviation awards are still being accepted. These awards, based on strikes, flights and missions have been and are continuing to be made by the Navy Department for service during World War II. Your application should be addressed to the Chief of Naval Personnel, via the chain of command, Attention Pers-B4, Navy Department, Washington 25, D.C.—Ed.

SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

THE FAMOUS F-80 *Shooting Stars* which have become the Air Force's standard jet fighter, are seen 'most everywhere nowadays. Seven fighter groups are equipped with this 10-mile-per-minute plane, and most of them are abroad.

Alaska and portions of Europe and the Far East regularly come under the swift shadow of F-80 wings, and until 1948 one outfit now in Germany was stationed in Panama. Arctic approaches to North America are guarded by jets of the 57th Fighter Interceptor Group at Fairbanks. Several hundred *Shooting Stars* have been shipped direct to far eastern bases from the factory at Burbank, Calif., since World War II. The only U. S. jet group in Europe is the 36th Fighter Bomber Group at Furstenfeldbruck, Germany, which uses the same type of plane.

Besides operating in all latitudes, *Shooting Stars* operate in a great variety of jobs. The Air Force has two tactical reconnaissance squadrons of RF-80s—photographic versions of the combat planes. With aerial cameras replacing guns, these ships can photograph 100 square miles of the earth's surface at one time.

As a fighter-bomber the F-80 carries six nose guns and ammunition, besides two 1,000-pound bombs. As a rocket-carrying fighter, it has nose guns plus 10 five-inch high-velocity rockets under the wings. As an escort fighter it carries nose guns and is equipped with wingtip auxiliary fuel tanks.

More than 1,700 F-80s have been delivered to the military since 1945; when that plane went into production. A two-seated version of the *Shooting Star*, known as the T-33, is used as a training plane by the Navy and Marine Corps as well as the Air Force. This is America's only jet trainer.

★ ★ ★

STATIONED AT the Air Force's Hickam Field, Oahu, T.H., is a unit of men who dress like sailors, talk like sailors and operate sea-going craft. If it weren't for the corporal and sergeant stripes on their dungarees, they



CASTING OFF from Hickam dock is a group of seagoing airmen—salty members of the USAF's 1500th Boat Unit.



MAIL CALL—Young WAC recruits at Fort Lee, Virginia, cluster around mailroom hoping for that certain letter.

could easily be mistaken for seagoing U.S. Navy men on small boat detail.

Actually they are airmen—members of the Air Force's 1500th Boat Unit. Most of the personnel assigned to this organization are former members of the Navy, Coast Guard or Merchant Marine.

These airmen in bell bottom trousers operate four crash boats at Hickam, and a 63-foot boat at Johnston in addition to a number of smaller craft.

★ ★ ★

A NEW CARGO PLANE that promises to be a "jack-of-all-jobs" has been unveiled by the Air Force.

The unique craft — almost froglike in appearance — features a big, detachable belly section which can be unslung and wheeled away like a trailer being unhooked from a trailer-truck.

This detachable section, which is called a "pod," can be used for straight freight carrying or it can be adapted for such varied uses as a field hospital, communications center, refueling and repair shop or administrative headquarters. It is as spacious as a highway freight trailer—the large, economy-size jobs.

Another idea which the Air Force is thinking about is to stow a fully equipped landing craft inside the belly section, ready to be hauled out upon landing, put into the water and shoved off for a beachhead operation.

The new plane is designated the XC-120 *Pack Plane* and is a further development of planes like the C-119 *Packet* and the C-82 *Flying Boxcar*. A *Pack Plane* can carry 20,000 pounds of cargo in addition to her crew of five.

★ ★ ★

STUDENTS FROM SEVEN different nations are receiving training in the use, maintenance and repair of military equipment. The courses are being conducted by the U.S. Army, under the Mutual Defense Assistance Program. Approximately 200 students are attending at the different centers.

These new training courses are in addition to those being given at Army training centers in Germany, where some 1,600 officers and enlisted personnel from the

military forces of Belgium, Denmark, Luxembourg, France, Italy, The Netherlands and Norway are undergoing instruction.

The students selected from MDAP countries are familiar with the operation of similar weapons or equipment in their respective services. Upon completion of the courses at American training centers, they will return to their home stations to teach other troops the operation and care of the U.S.-made armament which is being shipped to them.

★ ★ ★

A VETERAN ARMY paratrooper has proved that he can jump out of an airplane more times in a single day than any other living human.

Sgt. John W. Swetich, a member of the famed 82nd Airborne Division, stationed at Fort Bragg, N.C., set a new world's record for consecutive parachute jumps when he leaped out of a Piper Cub no less than 123 times from dawn to midnight.

The highest known number of consecutive parachute jumps up to the time of Sgt. Swetich's feat was 105. This was an unofficial record claimed by Juan Iriarte of Brazil. The official world's record for consecutive jumps stood at 75 and was held by a Yugoslav.

Despite a sprained ankle which he sustained on his 51st jump, the sergeant kept climbing back into the plane to be taken aloft once more, there to jump again into the bullseye formed by the crowd that stood watching from the small airfield near Fort Bragg.

After each jump, a jeep rushed onto the field to pick Swetich up and carry him back to the plane for the next attempt. Throughout the grueling marathon, he averaged one jump each six minutes. He wore out six pilots in the process.

His reward for the new world's record—a three-day pass.

★ ★ ★

MID-JULY TO MID-AUGUST was a long hot spell for a group of Army Quartermaster Corps scientists and military personnel in California. They spent the period in the Furnace Creek area of Death Valley, where most thermometers would blow their tops at some time during a normal summer.

The operation was conducted solely for research to determine methods and principles for developing the best types of desert clothing. Now that the processes have been determined, stocks of experimental clothing will be developed. Actual testing of these clothes will be carried out by detachments of test troops.

Researchers lived and slept in the open, subsisting on canned Army rations. During the period in which they were in the area, the temperature would normally exceed 115 degrees on 15 days, exceed 120 degrees on five days and reach 124 degrees or higher on at least one day. Years back, the highest temperature officially recognized anywhere on earth was registered there—134 degrees.

The "subjects" were involved in studies of headgear as well as other kinds of clothing. They had crew haircuts with a small shaved area to which thermo-couples were attached for heat measurement.



COCOONED tanks at the Red River Arsenal await early shipment overseas under Military Aid Program.

A PROGRAM TO ACQUAINT ground tactical units with the firepower and reconnaissance capabilities of tactical aircraft, and to train commanders and staffs in the mechanics of obtaining close air support when required, is being undertaken by the Army and Air Force.

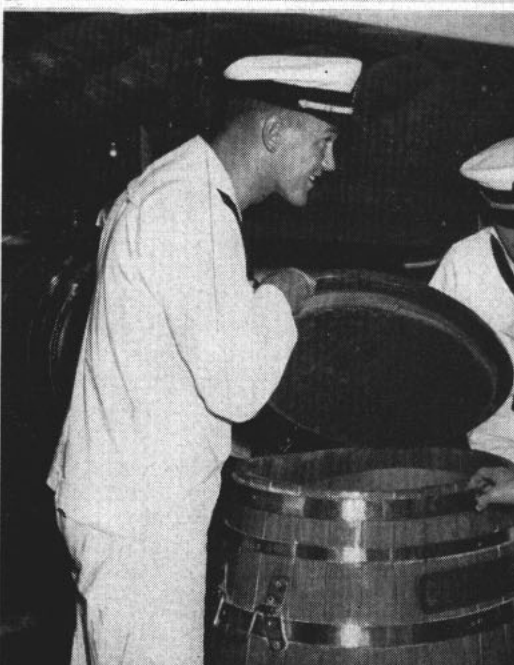
The exercises, employing battalion and regimental combat teams, will be centered around Fort Bragg, N. C.; Fort Hood, Texas; Pine Camp, N. Y.; Yakima, Wash.; Camp Carson, Colo.; Fort Benning, Ga.; Fort Devens, Mass.; and Fort Meade, Md. Air Force participation will normally be one squadron of F-84 *Thunderjet* fighter-bombers, RF-80 *Shooting Star* reconnaissance aircraft, and tactical control parties.

Experienced Air Force pilots will work as forward air controllers with units of the Army field forces. Plans are to fly Army personnel from regimental and battalion combat teams on orientation flights to enable them to see for themselves the capabilities of jet-propelled aircraft in close support roles.

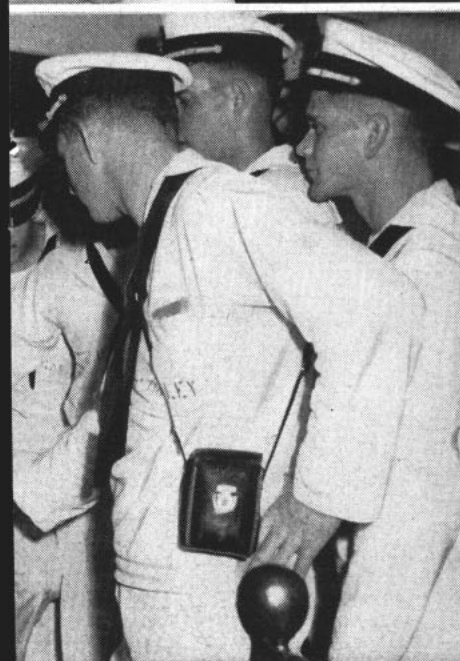
Each exercise will be divided into two parts: a demonstration and an exercise. In the demonstration of tactical air support and how to obtain it, live ordnance—including 500-pound bombs, 5-inch rockets and machine guns, will be used. The exercise will be the actual employment of tactical air support by Army battalion combat teams in simulated combat.



AIR RESCUE Service and the Civil Air Patrol save 'crash victim' during this summer's joint training maneuvers.



TODAY'S NAVY



Navy's Peacetime Plan to Keep Its Powder Dry Resulted in Ready-for-Action Ammunition

"Keep your powder dry" is a bit of advice that the Navy followed profitably between the end of World War II and the beginning of armed UN resistance against Communist aggression in Korea.

Within a few hours after President Truman ordered U.S. forces to oppose the North Korean aggression, Navy ships were loading ready-for-action ammunition. The fact that these bombs, rockets, projectiles and cartridges were available and fully "alive" was the result of much planning. Ammunition, like eggs, is perishable—even under the best storage conditions.

Aside from purchasing the ammunition needed in training, all ammu-

nition funds available in the 1945-1950 period were employed in keeping reserve munitions serviceable. The value of such reserve stocks is approximately two and one-half billion dollars.

This problem of keeping stored ammunition ready for action is handled in a "quality control surveillance program," begun in 1945. The program involves periodic inspection and tests of ammunition stock, with laboratory equipment simulating service conditions.

Under modern methods the Bureau of Ordnance keeps tab on the condition of thousands of tons of ammunition. The cost of doing this is less than one-tenth of one per cent of the cost of the ammunition, per year. Ammunition is continuously being reconditioned—at a cost of approximately three per cent of the original cost.

← The Navy in Pictures

MORALE at NOB Kodiak is due for a big boost when EMs there complete the clubhouse they are building (top right). Top left: Five Reserve seaman recruit Waves from 5th ND are shown around the hospital ship USS *Consolation*. Left center: In Golfe de Juan, France, USS *Worcester* plays host to lovely Elizabeth Taylor. Bottom left: 14th ND Waves are given tour of Canadian destroyer HMCS *Cayuga*. Bottom right: Middies inspect the 'grog tub' on the historic USF *Constitution* in Boston. Right center: Fully recovered from a major operation performed at Bremerton Naval Hospital within one hour after his birth, John Francis leaves for home with his parents.

First Marines First on TV

Another "first" marked up for the U. S. Marines, involves—appropriately enough—the famed First Marine Division.

The troops, transported from Camp Pendleton to San Diego for transfer to the current Far East war area, were recorded by the TV camera as they boarded ship for overseas destination. This embarkation activity was the first Marine Corps movement of its kind ever to be televised.

YESTERDAY'S NAVY



American and British forces clash on Lake Champlain in opening naval engagement of Revolution on 11 Oct 1776. General order issued by Secretary of Navy established the U S Naval War College at Newport R. I. 6 Oct 1884.

OCTOBER 1950

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



BLOWHARDS—Candles on cake commemorating the Waves' eighth anniversary are puffed out during birthday celebration at Charleston Naval Base.

MarCors' 175th Anniversary

Created in 1775 by resolution of the Continental Congress, the illustrious U. S. Marine Corps will observe a 175th anniversary on 10 November.

For this occasion, all commands will hear a birthday message which reads, in part:

"The record of our corps is one which will bear comparison with that of the most famous military organizations in the world's history. During the greater part of its existence, the Marine Corps has been in action against the Nation's foes. Since the Battle of Trenton, marines have won foremost honors in war, and in the long eras of tranquility at home generation after generation of marines have grown gray in war in both hemispheres, and in every corner of the seven seas, that our country and its citizens might enjoy peace and security."

'Blue Angels' Readied

After four years of steadily increasing fame as a flight exhibition team, the Navy's "Blue Angels" are now in a combat ready status. The team has been assigned to fleet operations as an organized combat squadron.

The group known as the "Blue Angels" was organized early in 1946 at the Navy Advanced Air Training Headquarters, Jacksonville, Fla. Originally, the purpose of the team was to demonstrate to students in the

naval aviation cadet training program the type of precision flying expected of all naval aviators. But the group attracted much favorable attention at the Cleveland air races later that year and was soon recognized as the Navy's official flight exhibition team.

At the start, the team flew F6F *Hellcats*. However the pilots soon changed to F8F *Bearcats*, and later to F9F *Panther* jets. The original group was led by Lieutenant Commander Roy M. Voris, USN, and was made up of instructors.

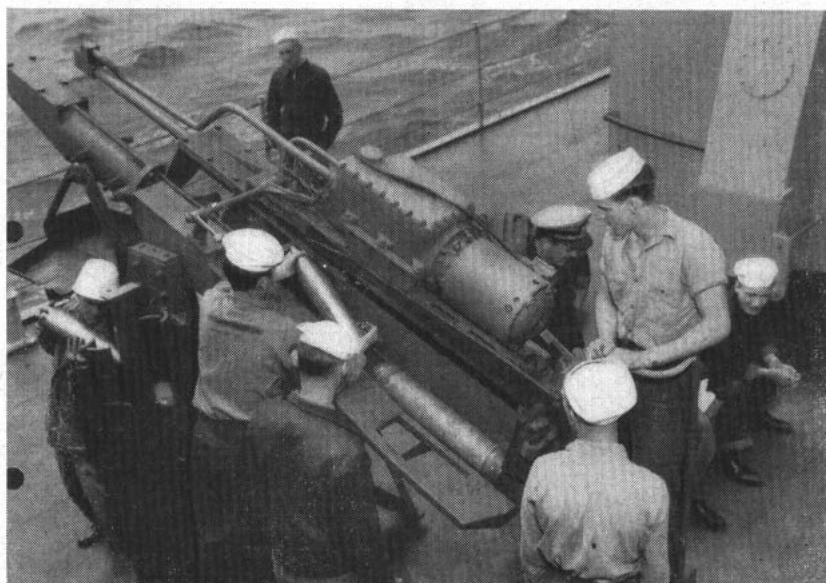
Two Engines Better Than None

Four-engine planes can fly on fewer than four engines, as everybody knows, but when a four-engine plane gets down to *two* engines, with both of them on the same side and one of them sputtering, the going is difficult. That is why when the Navy's *Caroline Mars* eased onto the water at San Francisco after a harrowing flight from the western Pacific, half the nation heaved a sigh of relief.

This business of coming in on an engine-and-a-half began when the big flying boat was 480 miles from the California coast. She was on her way to Alameda, Calif., with three passengers and a crew of 15. Number two engine developed an oil leak. The pilot stopped the engine, feathered the propeller, and reported "no emergency, and no escort needed."

At that time the 82½-ton flying boat—the world's largest in regular operation—was cruising at 7,000 feet. Twenty minutes later a bad oil leak appeared in number one engine. That engine had to be cut also, and the plane began slowly to lose altitude. The pilot radioed an emergency and requested an escort while crew members jettisoned luggage and equipment. Coast Guard units and Air Force planes were dispatched immediately to meet and escort the plane. Meanwhile, *Caroline Mars* gradually descended until at the end of an hour she was at only 3,500 feet.

With men and machinery striving



SHIPBOARD training of Reservists under the close supervision of Regulars has resulted in a standby force of which our nation can be justly proud.

to keep the giant aircraft aloft, the miles went by—and altitude melted away. For awhile it looked as though the ship would have to be set down on the choppy sea. And the picture became no brighter when engine number four—one of the two in operation—began to sputter, 80 miles off the coast. The pilot dumped 500 gallons of gasoline to lighten the ship, and flew on. With number three going full blast and number four doing the best it could, *Caroline Mars* at last touched the water of San Francisco Bay.

Some time previously, a Navy P2V *Neptune* completed a similar feat. With a slightly larger portion of its power available, it flew more than twice as far while partially disabled.

The *Neptune*, a bi-motor plane, suffered a failure of one of its engines while 1030 miles at sea on its way to Moffet Field, Calif., from Hawaii. Not being quite halfway to the mainland, the plane about-faced and headed back to NAS Barbers Point, where it landed safely.

Seven persons in all were aboard the plane. The pilot reported that with only one of the two engines in operation he was able to maintain a speed of 210 miles per hour without losing altitude.

Employment for Handicapped

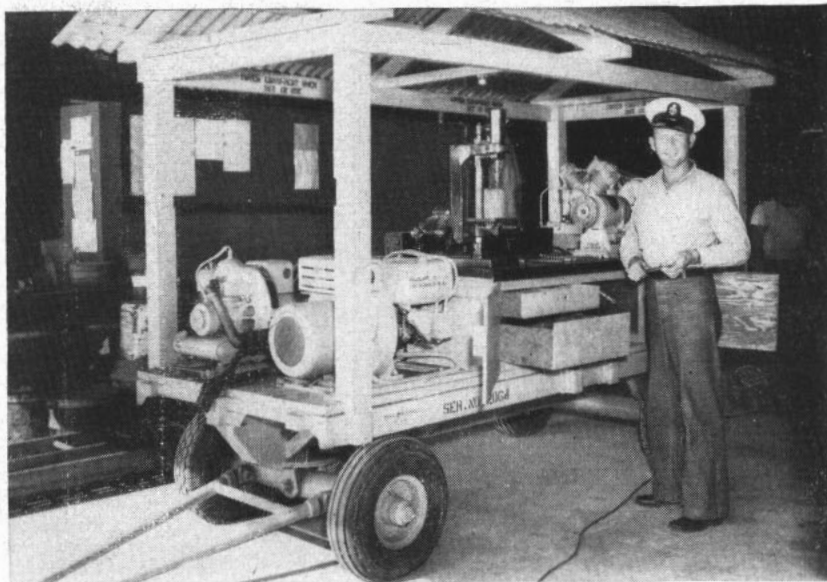
The Navy is cooperating fully with a nation-wide drive to employ men who are partially handicapped but still are ready and willing to do a job.

Many of these partly disabled men, some veterans of the Navy and of other armed services, others non-veterans, are employed by the Department of the Navy in jobs where their individual skills can be best utilized. In many cases, their records excel those of other workers.

For example, one man who lost a hand in an accident aboard a battleship shortly after Pearl Harbor, now skillfully assembles and disassembles complicated pieces of ordnance by using his good hand and a special twin claw.

Another man who lost a lung as the result of a siege of tuberculosis while in the Navy, is now employed as a storekeeper at an ammunition depot which is situated where the climate is conducive to his continued good health.

These and other disabled veterans and non-veterans like them are per-



PORTABLE repair and maintenance shop was devised by F. John Fox, ABC, for servicing the aircraft of a Navy squadron based in the Philippine Islands.

forming every type of job from unskilled labor to the most exacting scientific and engineering tasks.

In connection with National Employ the Physically Handicapped Week, 2-8 October, Secretary of the Navy Francis P. Matthews has declared:

"Utilization of the physically handicapped, particularly those who were disabled in the service of their country, is a work in which the Navy happily joins its sister services, the Army and the Air Force."



COMMENDATION was awarded Sylvia M. Humek, PH3, USN, for her excellent work with the 8th ND PIO.

Chief Designs Portable Shop

"Roll out that rubber-tired hack," say maintenance crews at Clark Air Force Base in the Philippines when there's work to be done on the Navy's PBM5A *Mariners* stationed there. When the silent-wheeled carriage shows up, it brings things to life, instead of leading a procession to the cemetery as it does in the song.

The rubber-tired wagon in this case was once a flatbed warehouse trailer, but isn't any more. It is now a portable utility plant that can do just about anything that needs to be done to a PBM5A on the ground. It has a 28-volt generator for starting engines and making electrical checks. A 110-volt generator supplies current for portable lights, an emery wheel, a drillpress and an air compressor. The air compressor, in turn, powers rivet guns, paint sprayers and other air-driven equipment.

Designer of the repair and maintenance trailer is F. John Fox, ABC, USN, attached to a Navy squadron at the Air Force Base. The chief has gained considerable fame in the Pacific area as an inventor, having designed labor-saving devices of many types. It is said that he even invented an improvement for New Zealand sailing yachts.

Fox's utility trailer can be towed easily from place to place by jeep, or moved by man power. If used close to an electrical outlet, an extension cord is plugged in to by-pass the generators.



WELL-EQUIPPED naval dispensary in Kodiak, Alaska, provides big-city medical care for all service personnel stationed in the area and their dependents.

How 'Hot' Can You Get?

Down at the air station in Jacksonville, Fla., the boys of Fighter Squadron 12 are plenty proud of Lieutenant (junior grade) Sherman E. Brent, usn.

Sherm Brent is acknowledged to be the squadron's ace. He recently proved the fact to everyone's satisfaction by pulling off a trick few pilots ever achieve—he got the coveted "E" for "excellence" in three different phases of aerial gunnery.



ALTITUDINOUS T. A. Seddon, SK2, gets a bird's-eye view of R. W. Weil, SA, in the galley of mid-Pacific base.

Although the records aren't readily available to prove it, Brent's feat is believed to be an all-time record for the Jacksonville area and perhaps for the entire east coast as well.

Barreling through the skies in his powerful F8F-1 *Bearcat* fighter, this triple-threat jaygee achieved a rating of "excellent" in gunnery, bombing and rocketing when his records were compared with those of the top fliers in the Jax area.

This "E" for "excellence," however, is not to be confused with the "E" for "efficiency" that is awarded to winning squadrons in the competition each year for the Battle Efficiency Pennant.

The "E" that Sherm Brent sports on the fuselage of his *Bearcat* along with the letters "GRB" (for gunnery, rocketing and bombing), proves that his scores in the three phases of the aircraft gunnery competition were exceptionally high and classed him as an expert.

Being "hot" is no novelty to this veteran pilot. During World War II, Lieutenant Brent won an Air Medal for shooting a Jap fighter down in flames during a carrier strike at Tokyo in February 1945 as well as a Presidential Unit Citation for being a member of Fighter Squadron Three aboard *uss Yorktown* (CV 10).

Lieutenant Brent enlisted in the Navy as an aviation cadet in 1942 and two years later received his wings and commission at Corpus Christi, Tex.

Date Line Gets Pushed Around

It takes more than world time zones and the International Date Line to foil the plans of *USS Mispillion's* commanding officer when he gets Navy Department instructions to carry out.

En route to the Marshall Islands, *Mispillion* (AO 105) was due to cross the International Date Line on Monday, 10 July. As is customary, Monday would be dropped from the calendar.

But it so happened that a lot of non-rated men on board the tanker had been looking forward to this particular Monday for a long time. A lot of midnight oil had been burnt and a lot of manuals studied during free hours on board. The boys were "boning up" for Navy-wide examinations for third class petty officer—which also were scheduled for Monday, 10 July.

It was a real dilemma. The ship was leaving a region where the exams had not been held and entering a region where they were already past. And there was no mystery as to the official interpretation of "Navy-wide": Every ship and station in the Navy was to hold the exams on 10 July.

After some lengthy consideration, Captain C. F. Stillman, usn, made the decision. According to information from the tanker, *Mispillion* did not plow through the Date Line on

Entire Reserve Squadron Signs Up for Active Duty

When the call went out for Naval Reservists to volunteer for active duty, the pilots of Fighter Squadron 781 (VF-781) of Los Alamitos, Calif., signed up 100 per cent.

When his 23 pilots volunteered to a man for active duty, Lieutenant Commander Collin Overland, usnr, the Squadron's CO, requested that his boys be called up as a group.

They were. The Bureau of Naval Personnel ordered to active duty the pilots of VF-781 plus 40 of the squadron's 70 enlisted men (who had also volunteered)—as a unit.

VF-781 is top-rung in the ranks of the Navy's "Weekend Warriors" and every pilot is a combat veteran.

the appointed day. Instead, she hooked it on her bow and pushed it westward for 24 hours.

That enabled the navigation officer to drop Tuesday from the calendar with a clear conscience and the personnel officer to conduct his exams on Monday.

(P.S. to navigators—The 180th meridian was only temporarily out of place. It sprang back when *Mispillion* let it go.)

Pleasant Cruise

Preparing for a weekend recreation cruise from Guantanamo Bay, Cuba, to Kingston, Jamaica, and return, the CO of the Navy cargo ship *uss Algol* (AKA 54) thought it would be nice to invite along some American passengers. So he did.

What the captain expected was a few hardy souls willing to endure the hardships of a freighter voyage for the sake of a change of scenery. What he got was nearly 200 men, women and children, all gleeful over the opportunity—and not considering it a hardship at all.

Things looked bad for awhile, but a quick look at the ship's "refugee evacuation bill" indicated that the matter could be handled. Adequate accommodations were found by shuffling a few of the ship's divisions together.

Despite any qualms the ship's company may have had when the passengers flocked aboard, the cruise turned out to be as pleasant as it would have been in a luxury liner.

Texas 'Saucer' Suckers

Although it wasn't flying, it certainly looked like a flying saucer, people in Alice, Tex., thought. It was round and thin and equipped with such saucer fittings as little red lights on top, two antennae, and a powerful-looking tail pipe. The material appeared to be an aluminum alloy, and there were rows of rivets.

Fliers ought to know about such things, the populace reasoned, so they contacted the Naval Air Station at Corpus Christi, 50 miles away. A Marine lieutenant with a detachment of men hurried to the saucer site to investigate. What they found was a very saucer-like object indeed, but one which never had flown in this particular form. It was constructed—by earthly hands—from two wing tips fastened together and equipped with a few "extras."

Just a hoax for the folks.

New Museum Has Many Historical Naval Relics

A handblown rum bottle and the brass arm of an ancient sextant, salvaged from British vessels sunk during the Revolutionary War, are but two of the many historical naval relics on display in the new Norfolk Naval Shipyard Museum at Portsmouth, Va.

Sponsored by the Naval Shipyard Historical Association, the museum was opened officially this spring in connection with ceremonies honoring the shipyard's 156th anniversary of its maintenance under the federal government. The museum's dedication marked the culmination of nearly a years work by the association in collecting rare and unique naval objects and documents, especially those relating to the historical background of the so-called Tidewater section.

The rum bottle (empty), submerged in the York River for more than a century and a half, was salvaged in 1934 from a sunken British vessel believed to be *HMS Charon*, a 44-gun ship sent to the bottom in 1781 when the allied fleet under the command of Comte de Grasse and Admiral de Barras besieged the British under Cornwallis at Yorktown. The olive-green bottle, through chemical process during its long submersion, has become brilliantly iridescent and has been made more attractive by a silvery incrustation which highlights fault lines in the glass.

The sextant arm, identified as of the Revolutionary period, is one which had been hooked by a fisher-

man while tonging for oysters in the area of a wreck thought to have been the 28-gun frigate *HMS Guadalupe*, Cornwallis' second largest vessel at Yorktown in the 1781 naval action.

Also on display is a reproduction of the original Regulations of the Navy of the 13 Colonies of America, an ancient brass cannon, and a set of the plans and specifications of the *Merrimac*.

Other items to attract sightseeing sailors are relics from the old *Hartford* of Mobile Bay fame, pictures and documents pertaining to the battle between *Merrimac* and *Monitor*, a battle ensign from *uss Iowa* (BB 61), and a captured Japanese naval battle flag taken from the light cruiser *Kitagami* which was heavily damaged by U. S. carrier planes off Kure in July 1945.

The museum walls are lined with paintings of famous naval battles, and in the ship model section are expertly constructed scale reproductions of historic U. S. fighting vessels, including *Constitution*, *Raleigh*, *Hartford*, *Merrimac*, *Monitor*, *Ohio*, *Chicago*, and *Oregon*, and models of destroyers, submarines, and even sectional floating drydocks.

Of particular interest to ship historians is a model of the U. S. revenue cutter *Joe Lane*, a sailing vessel built at Portsmouth in 1848 and one of the vessels designed by the government for the service which has developed into the U. S. Coast Guard.

Gizmos Aid Flight Safety

Two new devices for increasing flight safety have been perfected under Office of Naval Research contracts, with modifications of one added by the Navy Bureau of Medicine and Surgery.

The two innovations in the field of safety devices for aviation are a visibility range meter and a "brightness" meter. The visibility range meter is designed for use at airports to determine accurately the range of visibility. It takes all guesswork out of the matter of light reduction due to haze or smoke.

The electronic brightness meter is also a measuring device for light and

visibility, but it will be used in planes instead of on the ground. Planes flying at high altitudes have a cockpit illumination problem, and the brightness meter is expected to aid in solving it. Shadows form in the cockpit; outside illumination is intense, but mostly from below. Pilots often have to do a considerable amount of concentrating to read their instruments. Cockpits designed for better lighting—naturally or artificially—may come out of tests employing the brightness meter.

Both of the devices originated at the Massachusetts Institute of Technology, which conducts research under contract with the Office of Naval Research.



HORSEBACK RIDING over scenic mountain trails on beautiful Kodiak Island is popular form of summer recreation for personnel at NOB Kodiak, Alaska.

Not Qualified for Promotion

A SecNav letter of 17 July 1950 to all ships and stations (NDB, 30 July 1950) sets forth rules regarding the disposition of certain officers who twice fail of selection for promotion or who fail on professional examination for promotion, and are entitled to severance pay.

As most officers know, Public Law 381, 80th Congress, provides that permanent lieutenants, USN; lieutenants, junior grade, USN; and officers in corresponding grades in the Marine Corps, who twice fail of selection for promotion or who fail on professional reexamination for promotion will be honorably discharged from the service. Discharge takes place on 30 June of the fiscal year in which such officers fail of selection the second time or fail on professional reexamination.

Upon discharge, such officers receive a lump-sum severance payment computed on the basis of two months' active duty pay at the time of discharge for each year of commissioned service, not to exceed a total of two years' active duty pay. The same disposition is applicable to officers of the grade of ensign or second lieutenant who fail on reexamination for promotion, except that the lump-sum payment upon discharge may not exceed a total of one year's active duty pay. Similar provisions of law govern the other services.

So that officers scheduled for discharge under these conditions may,

instead, continue their military careers, the Secretary of Defense has approved a new policy regarding them. These officers may *resign* contingent upon acceptance for *enlistment*—under such rules as may be established by the Secretaries of the Army, Navy and Air Force. However, under no circumstances, will an officer in receipt of severance pay be permitted to enlist.

Here are the criteria established for such enlistments in the Navy and Marine Corps:

- Resignations submitted contingent upon being accepted for enlistment will receive favorable consideration provided applicants are physically and morally qualified for enlistment.
- Those who, at the time of their

permanent appointment as commissioned officers in grades above commissioned warrant officers, were permanent commissioned warrant or warrant officers, were temporary officers with permanent enlisted status or were former temporary officers with permanent enlisted status, will be enlisted in pay grade E-7 after their resignations have been accepted. After enlistment in pay grade E-7 of these former officers, consideration may be given to appointment to warrant status in pay grade W-1 or W-2, depending upon the needs of the Service and the record of the individual concerned.

- All other Navy and Marine Corps officers who resign their commissions and thereby forfeit their severance pay normally will not be enlisted in any pay grade higher than pay grade 2. A higher pay grade may be offered, however, dependent upon the needs of the service and the special qualifications of the applicant.

- Resignations tendered in accordance with the directive concerned here should be forwarded in sufficient time to reach the Secretary of the Navy at least 30 days before the scheduled date of discharge. Enlistments authorized as a result may be made within three months of the effective date of resignation.

The provisions of this letter do not apply to *limited duty officers* of the Navy and Marine Corps who fail of promotion. The opportunity of these officers to continue their military careers in lieu of separation is explained in BuPers Circ. Ltr. 62-50 (NDB, 15 May 1950) and in the Marine Corps Manual.

'Cold Cures' Not So Hot

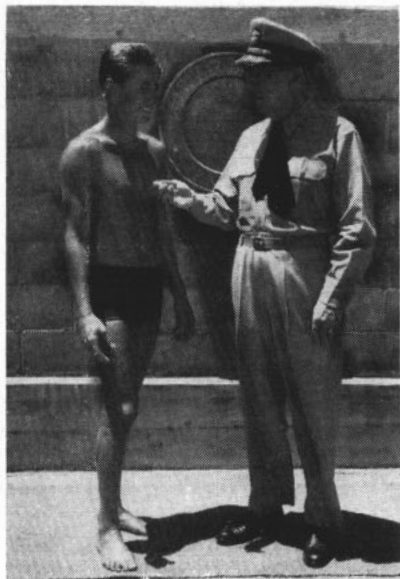
A lengthy test at the Naval Training Center, Great Lakes, Ill., to determine whether antihistamine drugs are useful in preventing or curing colds is now completed. Results of the test show that for the four drugs tested the answer is negative.

The four drugs which were studied are thonzylamine, chlorophenpyridamine, doxylamine and pyrazizine. A total of 1,964 persons participated in the study, which was conducted by Naval Medical Research Unit No. 4. The test involved men, women, and children over 12 years of age. In the various tests, some people were given antihistamines, some were given placebos—

useless imitation medicine—and some received no medication at all. On the average, the frequency of catching colds and the length of time the colds lasted was approximately the same for those in all groups.

In summary, the CO of the medical research unit said, "No evidence could be found in these results that the antihistamines prove effective against the common cold."

The office of the Surgeon General of the Navy emphasized that this conclusion doesn't mean that colds should be ignored or that the untreated patients in the study were neglected. Each was constantly under the observation of a Navy medical officer.



SWIMMING CHAMP Robert P. Williams, SA, receives Medal from RADM Francis C. Denebrink in Hawaii.

Quantico Lists Grid Opponents

The Quantico Marines, three-time consecutive winners of the All-Navy Football Championship from 1947 through 1949, have announced a 10-game program for this season which includes only three service teams, but with seven college elevens listed in the opponents' column.

The Devildogs are scheduled to launch their 1950 gridiron gyrations at a contest in Cincinnati, Ohio, with Xavier University on 17 September.

Other fall festivities will see the leatherneck leather-luggers taking to the field against Bolling Field, Washington, D. C., 23 September; V.P.I., Blacksburg, Va., 30 September; Fort Bragg, Quantico, Va., 7 October; Niagara University, Niagara Falls, N. Y., 15 October; University of Dayton, Dayton, Ohio, 21 October; Rider College, Quantico, Va., 28 October; Youngstown College, Youngstown, Ohio, 2 November; Camp Lejeune, Quantico, Va., 10 November; and University of Tampa, Alexandria, Va., 18 November.

There will be no All-Navy football contest in 1950, this competition having been cancelled by BuPers Circ. Ltr. 46-50 (NDB, 31 Mar 1950), which discontinued All-Navy sports championships because of restrictions imposed on the transportation of athletic teams by naval and MATS aircraft and the prohibitive expenditure which would be incurred by employing commercial air.

Sea Fox Wins Iron Man

Winner of the historic Iron Man Trophy for 1950 is *uss Sea Fox* (SS 402).

This is the first time the trophy, officially known as the Navy Department General Excellence Trophy for Athletic Competition, has been awarded a submarine. All ships of the Pacific Fleet competed for the trophy, the winner being selected by a system of granting points for the extent of participation and season's standing of its athletic teams. The trophy was won last year by *uss Dixie* (AD 14). Runner-up in this year's competition was a sister ship of *Dixie*, *uss Piedmont* (AD 17). She trailed *Sea Fox* by 690 points.

Crew members of *Sea Fox* participated with SubPac teams in three major sports—baseball, basketball, and football. The trophy was presented by RADM Francis C. Denebrink, USN, Commander Service U.S. Pacific Fleet, who announced at the time that this would be the last year of competition for the Iron Man until present emergency conditions are cleared up.

Thelma a State-Side Sailer

The 60-foot sailing yacht *Thelma* is now a state-side boat after a long and pleasant sojourn with Navy personnel in Hawaii. Dismasted and battened down, she was shipped to the continental U.S. on the deck of a freighter.

For the dainty being that she is, *Thelma* has an interesting past. During World War II, the ketch was used by the French navy for serious sailing among Pacific islands. With the end of the war came an end to her hard work and a time for playing. She was purchased by U.S. Navy recreational activities in Hawaii and was used in the 14th Naval District's recreational program. The yacht carried many recreational parties and took part in sailing races.

Thelma was sent to the States upon curtailment of Navy yachting activities in the Hawaiian area.

All-Navy Matches Cancelled

All-Navy championship matches in tennis and golf—the last two Navy-wide sports events scheduled—were cancelled.

Because of a lack of available transportation space needed to move



GAMEFISH—472 pounds of 'em, were caught by these deep-sea fishing enthusiasts off NAS Key West, Fla.

the contestants from world-wide naval activities to the sites of the competition, the Navy called off the tournaments.

The tennis matches were scheduled to be held during the week of 17 July 1950, at the U.S. Naval Academy, Annapolis, Md. The golf tournament was to have taken place during the week of 6 Aug 1950 at the Naval Air Station, Pensacola, Fla.

NAS Memphis Builds TV Station

Now it's not only planes that take to the air at Naval Air Station, Memphis, Tenn. NQA, a new television station, has been airing a three-hour local program each Tuesday evening.

Operated entirely by station personnel, NQA uses converted aerial cameras furnished from Washington, D. C., coupled with home-made and salvaged equipment.

Programs have been limited to one night a week due to difficulty in obtaining replacement parts, but with additional equipment and more adequate lighting facilities in the offing, it is hoped a five-day and special week-end program can become a regular schedule.

At first the programs consisted only of music and telecast motion pictures, but the schedule is being developed to include skits by station talent as well as coverage of special events and local sports contests.

Brother Combo Is Tops in Navy Boxing

For the past two years the top attraction in Navy boxing has been two hard-punching sailors named Williams. Between them, they have captured almost every Navy boxing award. For two years running they captured All-Navy titles in their respective weight classes, and the Captain Jack Kennedy Memorial Boxing Trophy—awarded yearly to the Navy's outstanding boxer—has been in their possession for the two years of its existence. They are Earl L. and Sam E. Williams, ANs, usn; one of the best brother boxing combinations ever to step into a Navy ring.

Earl L. Williams is 21 years old, entered the Navy in October 1947, and is the current welterweight champion of the Navy. He is deceptively powerful, and most noted for a sizzling right hand that often puts the lights out. He began attracting attention in Navy boxing after entering the Navy Olympic tryouts in 1948. Old hands told him then he had great promise, but to get more experience. He did.

After being transferred to NAS Barber's Point, Oahu, T.H., Earl began slugger and punching his way to the top. In 1949 he won the Hawaiian Group lightweight crown, journeyed to Oakland, Calif., and, with some sensational fighting, captured the All-Navy title. He KO'd one opponent in 16 seconds in the

quarter finals to set a Navy record.

During 1950, as champion of the Territory of Hawaii, Earl entered the National AAU tournament and reached the semi-finals. He returned to Hawaii, captured the Hawaiian Group championship in the welterweight class and returned to San Diego for the '50 All-Navy finals. With some clever, aggressive fighting, he again defeated rugged opponents for the All-Navy crown. A panel of five judges decided he was the most outstanding fighter in the tournament, named him recipient of the Captain Jack Kennedy Trophy.

Earl has 59 fights behind him, has won 49 of them, 30 by knockouts. He plans on staying active in Navy boxing.

Younger brother Sam E. Williams has fought as a Navy featherweight and lightweight, and won All-Navy crowns in both classes. He is 20 years old, and joined the Navy in January 1948, four months after older brother Earl. He also entered the Navy Olympic Tryouts in 1948, got the same advice as his brother: get more experience.

Sam was assigned to duty with his brother at NAS Barber's Point, and often fought on the same card. In 1949 he reached the quarter-finals of Hawaiian AAU competition, did better in the Hawaiian All-Navy eliminations. As the Hawaiian All-Navy champ he entered the 1949 All-Navy finals, promptly became the All-Navy featherweight champ. The Captain Jack Kennedy Trophy—then being presented for the first time—was awarded him for his outstanding performance.

The year 1950 was almost a carbon copy of 1949, insofar as the results of Sam's ring activity were concerned. He again took the Hawaiian-Far East group titles, this time as a lightweight (Brother Earl had moved up to the welterweight class), again exhibited courage and skill in out-fighting his opponents in the All-Navy finals.

Sam has fought 32 times, won 22, lost seven and three of his fights were draws. He thinks maybe he'll hang up his gloves on that record.—J. H. "Hank" Giesmann, QMC, usn.

New 'Copters Will Join Fleet

A new liaison type helicopter is the latest addition to the Navy's family of aircraft. It is designed to carry a pilot and three passengers or a pilot, two stretcher patients and a medical attendant.

The new helicopter has twin intermeshing blades which are driven by a single engine. Pitch of the blades is varied by a small controlling device—a servo-control, to which the pilot needs only to supply the impulse, the force being exerted mechanically. The helicopter is not large, weighing approximately 3,500 pounds. It is designated the HOK-1.

The Kaman Aircraft Corporation, winner of a Navy-sponsored design competition for this type of helicopter, will build the new 'copter. While the competition was going on, a smaller helicopter built by this company was test flown at the Naval Air Test Center, Patuxent River, Md. This one, also a liaison type, is called the Kaman K-225.

Inter-Service Matches Off

Annual inter-service competition in golf and tennis has been cancelled for 1950.

Reason for cancellation of the events as announced by the Inter-Service Sports Council, is "a lack of available transportation space needed to bring the contestants from world-wide installations and activities to the sites of the competitions."

The Leech Cup Inter-Service Tennis Matches were scheduled for 28-29 July 1950, at the Army-Navy Country Club, Washington, D.C., and the Forrestal Cup Inter-Service Golf Tournament was slated for the middle of August at Fort Benning, Ga.

Toledo Makes Tour

USS *Toledo* (CA 133) has been doing her share in the unification program. One of her last missions, before completing her tour of duty in the Far East with the 7th Fleet, was playing host to 163 U.S. Army and Air Force personnel on a 12-day cruise from Sangley Point, Philippine Islands, to Hong Kong and back. This mission took place prior to the Korean situation.

Representing over a score of ground and air units on Luzon, P.I., the soldiers and airmen were



BATTLING Williams brothers, Earl (L) and Sam (R), earned these trophies with their fists in ring tourneys.

on official furlough. They assembled at the Sangley Point Naval Station.

This group of land-based servicemen lived Navy life aboard ship during the cruise. They slept in spare bunks located in crew's quarters, ate chow with ship's company, mustered at quarters with the Navy men and watched *Toledo's* sailors and marines in their drills and battle problems.

While at Hong Kong, the Navy guests lived on board ship, but during the day they could be found ashore in Victoria, capital of Hong Kong. Here there were ball games, sight-seeing tours, horse-racing, American movies, rides in rickshaws, and visits to the famous places. Then there was the breath-taking tram car ride up steep Victoria Peak (elevation 1,809 feet), highest point on the island, for a panoramic view of the city, harbor and surrounding area.

The Navy arranged sightseeing tours for its guests, leaving daily from Blake's Pier, Victoria, for a three-hour trip around the island. After a brief stop at Hong Kong University, the bus moved on to St. Mary's Hospital, the largest and most modern hospital in the Far East. Next, the bus wound its way down to Aberdeen Village, where most of Hong Kong's fishing junks and sampans tie up to market their fish. Lido Beach on Repulse Bay is the next point of interest. Here is the Riviera of the Far East, which is punctuated with picturesque Eustead Castle, a direct copy of the Castle of Edinburgh of England. On around the hill is the peninsula of Stanley Point, valuable in defending the Colony as well as the entrance to the harbor. Last place of interest was the Allied Cemetery, where are buried 1,000 American, British, French, and Chinese troops, who lost their lives in a Japanese sneak attack on Hong Kong.

Of great interest to the visitors were the Chinese shops which offer merchandise from all over the world. The most popular wares were British woolens and linens, and silks and laces from India and Japan. They ate in modern European and Chinese restaurants, many of which were air-conditioned.

At the end of the 12-day period, *Toledo* returned her guests to Sangley Point. Here buses and trucks met the soldiers and airmen and took them back to their various duty stations.—T. A. Pankau, JOSN, USN.

SIDELINE STRATEGY

Indications are there will be no blanket cancellation of Navy sports at local commands because of current emergency conditions. The official line of thought of this subject appears to be that sports should be continued at all activities to the extent practicable. However, tournaments or contests which involve transportation of athletes over heavily-burdened government transportation facilities are definitely out.

Five inter-service athletic conferences, established in various parts of the country, are continuing their program. These organizations have scheduled competition in various sports between Army, Navy and Air Force activities located within "ground-transportation" radius of each other. They are centered in the Norfolk, Chicago, San Francisco, Pearl Harbor and New England areas. These, plus other conferences which may be established along similar lines, will probably be the only organized armed forces athletics conducted as long as present conditions exist.

The athletic program of Marine Corps activities also face curtailment. Earlier, reports indicated the Marines were whipping into shape a number of high-caliber football teams this year. MCRD Paris Island announced earlier that it had acquired two former Annapolis stars, and that its

gridiron squad this fall would be something to see. Personnel at MCAS El Toro, Calif., were talking about their greatly rejuvenated squad. On several occasions Quantico, at the mention of football, went into its Frank Leahy Act (i.e., crying towel), which usually means they're loaded.

Roy Deland, ADC, USN, seems well on his way toward becoming a legend in West Coast softball circles. Since he began flipping 'em underhand for NAS Corpus Christi in 1942, the chief has pitched an average 40 games per season, with an average loss record of three games per year. For three consecutive years Deland pitched in the All-Navy softball finals, winning four games—a record unequalled by any other Navy hurler.

A tale comes out of the Far North (NOB Kodiak, Alaska) about a sailor stationed there with Paul Bunyan-ese characteristics. In addition to being the top wrestler in the area, Edward Kraft, CSSN, USN, is a right good man on the cinder path. Recently Kraft entered the Kodiak Marathon—a six-mile jog—and won by two city blocks. He then hopped in a cab, rushed back to the base and arrived just in time to enter the two-mile run. This he won by nearly lapping the field.—Earl Smith, JOC, USN, ALL HANDS Sports Editor.



THE BULLETIN BOARD

Several Changes Approved By Secretary of Navy in Enlisted Rating Structure

Several changes in the enlisted rating structure have been approved by the Secretary of the Navy. Included are changes in both general service and emergency service ratings. These are:

- Fire controlman (FC) and fire control technician (FT) are to be combined into one rating—fire control technician (FT). See separate story on this page for details.

- Photographer's mate (PH) and aviation photographer's mate (AF) are to be combined into one rating—photographer's mate (PH). Assimilation of AF personnel in the new combined rating is to be accomplished over a period of two years. Photographer's mates are to be transferred from rating structure Group VI (Miscellaneous) to Group IX (Aviation). Personnel qualified to fly as aerial photographers will be designated by Navy job classification code. BuPers will issue directives implementing transfer to the combined rating as soon as practicable.

- Electronics technician (ET)—three emergency service ratings of ETN (communications), ETR (radar) and ETS (sonar) are to be established.

- Aviation electronics technician—Three emergency service ratings of ATA (aircraft equipment), ATG (ground equipment), and ATO (ordnance equipment) to be established.

- Teleman (TE)—the emergency service rating of TEQ (cryptographer) is to be eliminated, and the duties of this rating incorporated with those of the emergency rating

SONGS OF THE SEA



Billy Riley

*Oh, Billy Riley was a boarding-master,
Oh Billy Riley O!*

*Oh, Missus Riley didn't like us sailors,
Oh Missus Riley O!*

*Oh, Billy Riley had a pretty daughter,
Oh Missy Riley O!*

—Old Halliard Chantey.

of TEL (communications clerk).

- Personnel Man (PN)—The emergency service rating of PNS (personnel supervisor, Women's Reserve) is to be eliminated and the duties of this rating added to those of the exclusive emergency service rating ESB (master at arms-shore).

- Communications Technician (CT)—The emergency service ratings of CTY, CTL, and CTS are to be eliminated and the emergency service rating of CT to be made the same as the general service rating.

These changes were announced by BuPers Circ. Ltr. 116-50 (NDB, 31 July 1950), and will be included in changes to the publication NavPers 18068, "Qualifications for Advancement in Rating."

Change of Fire Controlmen To Fire Control Technicians Outlined in Circular Letter

The ratings of fire controlman and fire control technician are to be consolidated into one rating—fire control technician.

A new BuPers directive announces that the changeover of fire controlmen to fire control technician will be spread over a five-year period in order to give men of the FC rating an opportunity to meet the additional qualifications of the FT rating. The recommendation for consolidating the two ratings was made by the Board to Review Changes to the Rating Structure, and was approved by the Chief of Naval Personnel and the Secretary of the Navy.

A schedule for closing out advancement in the fire controlman rating, and for finally disestablishing that rating is contained in BuPers Circ. Ltr. 98-50 (NDB, 30 June 1950). All fire controlmen are affected by this schedule, and should study it carefully.

This schedule also contains information such as: the terminating date that FCs may be advanced to higher FC rating; the terminating date that FC and FC strikers will be eligible to enter FT schools; the date various grades of the FC rating must qualify for change in rating to FT; the date that FCs who fail to qualify for change in rating to FT must qualify for change to some other rating; the terminating date that FCs may reenlist or extend.

The conversion of FC personnel to the FT rating will be accomplished by one of three procedures. These are: (1) Change in rating on request, recommendation, and examination; (2) Advancement from FC in one pay grade to FT in the next higher pay grade; (3) Change in rate or rating upon successful completion of the course of instruction in the Fire Control Technicians' School, Class "A" or Class "B" to the appropriate FT pay grade. Detailed procedures for changes in rate or rating of FC personnel is contained in BuPers Circ. Ltr. 98-50.

The fire controlman rating will be



"Guess what—I was sitting on it."

completely disestablished on 1 July 1955, and by that date all FCs will have been required to change their rating. BuPers points out that it is to the advantage of all FCs to change their rating as soon as possible. To aid them, BuPers has increased the facilities of FT service schools.

Postgraduate Study Courses Available to USN Officers Cover Wide Range of Subjects

The 1950-51 listing of postgraduate study courses available to Regular Navy officers has been released.

The list, published in BuPers Circ. Ltr. 66-50 (NDB, 15 May 1950), includes 36 courses ranging in length from eight weeks to three years.

Postgraduate courses cover a variety of subjects and reflect the changing character of the postwar Navy.

Roughly half of the courses are given in part or in whole either at the Naval Postgraduate School, Annapolis, Md., or at the General Line School, Monterey, Calif. The other courses are given at colleges and universities throughout the country. Some postgraduate courses lead to a BS degree, for those who qualify; others lead to an MS degree for those who qualify.

One major change has been made in the 1950 postgraduate program. Most of the engineering postgraduate courses have been reduced from three years to two years, with the possibility of a third year for outstanding students.

This change affects the following engineering courses: aeronautical, aeronautical armament, aeronautical electrical, chemical, electrical, electronics, mechanical, metallurgical, ordnance and petroleum.

In addition, one new course has been added. It is a two-year course in advanced petroleum engineering for commanders and captains.

The circular letter gives a thumbnail sketch of each of the 36 courses available to Navy officers. Name of course, convening date, length, location of institution giving the course, eligibility, obligated service required, deadline for applications and limiting qualifications are listed by the directive.

For a full explanation of the course material being offered, however, officers should consult the 1950

Navy and Marine Corps Medal Awarded for Dramatic Rescue

A dramatic rescue took place under the stern of the grounded battleship *USS Missouri* (BB 63) when a diver became entangled during salvage operations.

Another diver, John Moscoffian, FPC, USN, descended among the pontoon lines and chains which were numerous in the vicinity, and succeeded in freeing the man's lifeline and air hose which were entangled around a propeller shaft. Moscoffian was awarded the Navy and Marine Corps Medal for his accomplishment. In describing the act, Moscoffian's citation praises his skill, courageous initiative and coolness in carrying out the rescue in the strong current and perilous conditions.

edition of the "Postgraduate School Catalog." If the 1950 edition has not reached your ship, the 1949 edition descriptions are in most cases applicable.

Information on how to apply for postgraduate training and the general requirements necessary in order to submit an application are included in the circular letter.

It is pointed out that boards to select postgraduate students will consider only applications submitted through official channels and that no letters of recommendation are desired. All applications must also include signed agreements to fulfill the required obligated service.

Cecil Field Deactivation Didn't Last Very Long

After one month in reduced status, the Navy Auxiliary Air Station, Cecil Field, Fla., is again completely activated and in use as a fleet operational base.

During its brief period of inactivation, the activity was used as an outlying practice field for pilots from the Naval Air Station at Jacksonville, Fla., 15 miles to the eastward. A few civilians and military personnel remained at the field for partial maintenance duties and to supervise its limited activity.

Upon reactivation it was planned that air groups operating from the field would use jet planes as well as other types.

Officers Commissioned under Contract to NROTC Program Informed as to Obligations

The Chief of Naval Personnel has reemphasized that officers who received their commissions through the NROTC program remain under contract to spend at least three years in the Naval Reserve should they not be selected for the Regular Navy.

Officers in this category are initially obligated to spend 24 months at sea immediately following their commissioning through the NROTC.

Following that, they may stay on active duty an additional year for a Regular Navy commission, or they may request transfer to the Naval Reserve where they must serve four additional years with an Organized unit, if so ordered.

Should a former NROTC officer not be selected for the Regular Navy following his third year of active service, then he also is transferred to the Naval Reserve. He must serve an additional three years with an Organized unit, if so ordered.

"It is the desire and intention of the Chief of Naval Personnel that, insofar as practicable, all competent and qualified officers be placed in billets in the Organized Naval Air, Surface and Submarine Reserve Program, as appropriate," states BuPers Circ. Ltr. 86-50 (NDB, 15 June 1950).

All officers whose commissions in the Regular Navy are about to be terminated, shall be informed as to their rights and obligations toward the Naval Reserve program, the directive concludes.



NAS News, Key West, Fla.

"Wipe that opinion off your face!"

Defense Budget Gives Navy and Marine Corps Increase in Personnel

In order to provide added muscle for the United Nations forces fighting in the Far East, the U. S. is greatly strengthening its own armed might.

Two things are vital to this strengthening drive—weapons, and the men trained to use them. Steps are now being taken to provide both.

The new defense budget provides for an increase in up to 700,000 men in the armed forces, including the Marine Corps. Of this total, the Army is expected to get the greatest number of men, many through Selective Service. The Navy will get the next largest number and the Air Force the next. The Marine Corps, which will also acquire reinforcements, will get the greatest percentage increase.

With its added manpower and with Congressional sanction on plans under their consideration, the Navy will be able to take 48 ships out

of mothballs and place them on duty in the active Fleet (see page 2). With its additional men, the Marine Corps will bring both of its divisions up to "war strength" and "beef up" its air arm.

As soon as the armed forces were granted these increased ceilings on manpower they swung into action to get the men they needed. The first draftees were called up by Selective Service and were ordered to training camps. Recruiters signed up an ever-increasing number of young men who applied for active service.

Some members of the Organized Reserve—many of them World War II veterans who had kept themselves up to date in their specialties—got quick orders to return to active duty. Officers and enlisted men in both the Regular Navy and the Naval Reserve, active and inactive, were told they must stay in the service since

they were needed at this time. All of the Organized Marine Reserve, ground, was ordered to active duty almost immediately.

The armed forces were embarked on a limited expansion of manpower "sufficient unto the needs of the hour." The manpower picture changed almost from day to day as the needs at the front changed and as new procedures for recall or enlistment were worked out. Here, in brief, is where the Navy and Marine Corps stood when ALL HANDS went to press.

Navy

Selective Service—The draft now in progress will have no direct effect upon the Navy. No men are being drafted into the Navy or into the Marine Corps. Recruiters say, however, that the draft does have an indirect effect. It is probably partly responsible for the sharp increase in both first enlistments and reenlistments in the Regular Navy and Marine Corps in the last two months.

According to draft requirements, all men 18 to 26 must register. Those 19 to 26 are eligible for call. Many in age groups 25, 24 and 23 have thus far been ordered to active duty.

Voluntary enlistments—First enlistments in the Regular Navy are now being accepted for four and six years. Reenlistments, too, are being accepted in all ratings and are especially urged for men trained in electronics, communications, medicine and administration.

Qualifications for all enlistments remain much the same. All enlistees must be physically qualified for active duty in all respects. Certain physical requirements, however, such as those regarding eyesight and teeth, had been eased prior to the outbreak of hostilities. Recruiting officers have the latest information on qualifications.

Incidentally, each individual who enlists, or who reenlists under "broken service," will be required to swear that he has not received orders to report for his pre-induction physical exam under Selective Service. No man can be enlisted if he has received such orders.

Extensions of enlistments, too, are being accepted in all ratings. The

WAY BACK WHEN

Naugatuck

During the Civil War, the Revenue-Marine (forerunner of today's Coast Guard) acquired several privately owned vessels. Most fantastic of these was the ironclad *Naugatuck* given to the government by E. A. Stevens, a gentleman of Hoboken, N. J., who had designed her to demonstrate some of the revolutionary theories involved in the construction of his famous *Stevens Battery*, an ironclad which had been building 20 years for the Navy but which never was launched.

Naugatuck (sometimes referred to as E. A. Stevens and *Ironsides*) was a contemporary of the *Monitor* and *Merrimac* and one of the first ironclads ever to go into action.

A weird naval invention, *Naugatuck* was semi-submersible and could take aboard sufficient water ballast in 15 minutes to sink her nearly three feet, and she could pump it all overboard again in eight minutes flat. Her twin screws spun her end-for-end in 75 seconds. She was 100 feet long, had a 20-foot beam and a seven-foot depth of hold.

Naugatuck remained on active duty until 1890, spending most of her career in Alabar Sound, N. C.

Regarding an engagement during passage up the James River to attack the city of Richmond, Mr. Stevens wrote concerning *Naugatuck* to Secretary of the Treasury



Salmon P. Chase: "Her ability to submerge the whole hull under the water not only prevented her being struck by a single shot, but enabled her to pilot the other vessels of the fleet (Union) up the river, as she pumped out her water compartments and in that way got afloat whenever she got aground. The placing of the gun 'en barbette' and the crew below the waterline prevented great loss of life which otherwise might have followed the bursting of her gun." (The gun referred to was *Naugatuck's* heaviest piece of armament, a 100-pounder rifled Parrott, which burst with the first shot fired and injured one man. She continued to fight with her broadside guns.)

regular extension periods of one, two, three or four years continue to apply. The one-year extension period, however, has now been thrown open to all enlisted personnel. Formerly, this was available only to men in special categories, such as those who needed one year in order to become eligible for transfer to the Fleet Reserve.

Still in application is the present regulation that states no enlisted man can serve a total of more than four years on an extension (or extensions) of an original enlistment.

Voluntary requests for duty from Reservists—Requests for active duty from a wide variety of classifications of Naval Reserve officers and enlisted personnel are desired. All officers selected must agree to serve one year on active duty. The following categories of Reserve officers are now needed:

- Naval Reserve officers of the rank of lieutenant commander and below who are unrestricted line (including aviation), Supply Corps, Civil Engineer Corps or Chaplain Corps. Applicants must be qualified for unlimited active service in order to be eligible.

- Naval Reserve officers of the rank of commander and below who are specialists in electronics, communications and intelligence or who are in the Medical or Dental Corps.

- Wave Reserve officers of the rank of lieutenant commander and below.

Women Reserve officers of the Nurse Corps of the rank of lieutenant and below.

Experienced enlisted men are needed in the following categories:

- Chief petty officers who hold general service or emergency service ratings as sonarman, radarman, fire controlman, fire control technician, electronics technician, aviation electronics technician, air controlman, mineman, communications technician, yeoman and photographer's mate.

- Petty officers first, second or third class who hold any of the general or emergency service ratings, plus Reservists who are now seaman, fireman, airman, constructionman or stewardsman (pay grade E-3).

- Enlisted Waves of the Organized and Volunteer Reserve who have the ratings of teleman, radio-man, communications technician,



yeoman, personnelman, machine accountant, storekeeper, disbursing clerk, aerographer's mate, tradesman, aviation storekeeper, hospitalman and dental technician.

In addition to these steps which were being taken to draw officers and enlisted men of the Reserve components into active service, the Navy has made other moves to keep on active duty the officers and enlisted personnel of the Regular Navy.

In effect, a "freeze" had been put on Regular personnel which would stop the voluntary release of all officers from active duty except career or temporary officers who request retirement after the normal 30-year period of service.

Approval of requests from career officers, temporary officers or Reserve officers now on extended active duty for a change in status—such as retirement (with less than 30 years), reversion to permanent enlisted status, release from active duty or resignation—will be held in abeyance.

In explaining its policy toward Regular officers BuPers stated: "It is felt that the avoidable loss of well-qualified Regular officers during this critical period, with the attendant problems of numerical replacement and training of these replacements, is a drain of personnel strength which the naval service can ill afford" (Joint BuPers-MarCorps Ltr., NDB, 1 Aug 1950).

The broad policy toward Regular enlisted men has been outlined in two directives. The directives are Alnav 72-50 and Alnav 73-50 (NDB, 1 Aug 1950).

Alnav 72-50 involuntarily extends the enlistments of all members of the Regular Navy and Marine Corps as well as the Reserve components thereof for an additional year if their enlistment normally would expire before 9 July 1951. This action will

serve to keep the Navy's trained men available at a time when it needs experienced enlisted personnel in order to operate a Fleet which is increased in size.

As a result of this directive, all men whose current enlistment expires between 28 July 1950 and 9 July 1951 must remain on active duty for another 12 months. This involuntary extension does not affect a man's privilege to reenlist or to extend his enlistment if he wishes (see above).

Alnav 73-50 states that although men who become eligible for transfer to the Fleet Reserve or to the Fleet Marine Reserve will continue to be assigned to the Fleet Reserve, they will not be released from active duty at this time.

Instead, men who become eligible to "go out on 20" will be transferred on paper to the Fleet Reserve upon request but will continue on active duty at their present duty station (or another one if they are so ordered) until the Navy can release them.

Recruit Training School Opening at Newport, R.I.

Once again naval recruits are going through training at Newport, R.I., after a lapse of more than six years. Starting with small numbers this month, the recruit population at NTS Newport is expected to build up to approximately 9,000 eventually.

Recruit training was suspended at Newport early in 1944, when training facilities were turned over to a pre-commissioning school. Its resumption brings to three the number of recruit training units now operating in the Navy. The other two are the recruit training centers at Great Lakes, Ill., and San Diego, Calif.

Involuntary recall of Reservists—The Navy has also begun to call up its Reserves in order to "fill the gaps" in the manpower picture that can be filled no other way.

This calling up of some Reservists is not an "all-out" recall of the Navy's Reserves. Rather it is a "selective recall" of key Reserve personnel needed in the immediate future to man the ships. The number of Organized Reservists, Fleet Reservists and Volunteer Reservists who will be ordered to active duty will depend upon the "current and prospective needs of the service," BuPers states.

The Organized Reserve and the Fleet Reserve hold top priority. The quotas will be filled insofar as possible from the Organized Reserve—whose members receive drill pay for their training—and the Fleet Reserve. Billets which cannot be filled from either of these two groups will be filled by Volunteer Reservists.

Deferments to Reservists ordered to active duty will not be granted

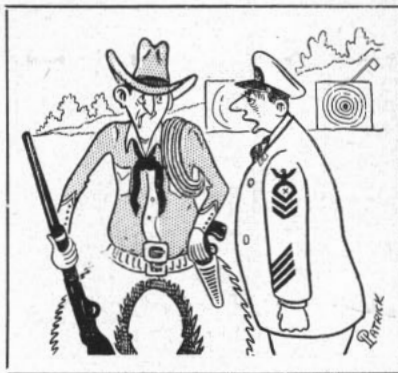
Two Marines Get Action Of Quick and Rugged Type

When there's action over the horizon, most Marines have just one plea: "Don't fence me in."

Fenced in, so to speak, were Frederick Baer, PFC, and Edwin D. Hassel, PFC, stationed at the Marine Barracks, Pearl Harbor. Baer spent his time baking bread and pastries, and Hassel whiled away his hours as a lifeguard at a swimming pool.

But there was fighting to be done in Korea, and there was an aircraft carrier soon to go there. Not bothering with formalities, Baer and Hassel went aboard—as unobtrusively as possible. The ship was out at sea by the time the presence of the two stowaways became known.

Just about when the hour of accounting had arrived, an admiral arrived also—Admiral Arthur W. Radford, who caught the ship by helicopter. While not exactly recommending such short cuts to action, the admiral did not take *too* dim a view of this particular case. At least, he didn't re-consign the pair to their former monotonous duties. He assigned them to the First Marine Division, which was then en route to the Far East.



"I don't care how Hopalong Cassidy dresses for the range."

except in exceptional cases—i.e., jobs vital to the national defense or to community welfare.

Normally, Reservists called to active duty will be allowed up to 10 days' time to clear up their personal affairs before they must report.

The number of Reservists being ordered to active duty is considered classified information by BuPers. Hence, only a rough idea of how many men or women of a certain category have been ordered to duty can be given.

Who will be called depends entirely upon the changing needs of the service. As *ALL HANDS* went to press, these are some of the things that had happened on the Reserve front:

- Certain squadrons of the Organized Naval Air Reserve have been recalled as units to provide new air groups for carriers added to the Fleet. These units of "Weekend Warriors" had been kept in a high state of readiness through regular weekend flying stints.

- A relatively small number of doctors and dentists of the Organized Reserve have been recalled to active duty.

- Organized Surface Reserve officers and enlisted men have been recalled individually. This recall of Organized Reserve personnel was highly selective with the emphasis placed on certain general and emergency service ratings.

- A relatively small number of Volunteer Reservists has been ordered to active duty.

- Certain Fleet Reservists in ratings that are especially needed have been recalled to active duty.

- District commandants have been authorized to recall selected Reserve officers (or retired officers who vol-

unteer for duty) to active duty to supplement district staffs.

- Transfers (except for physical reasons) from the Organized Reserve to the Volunteer Reserve have been suspended.

- Resignations and discharges from the Reserves (except for "hardship" cases) have been stopped temporarily.

For the latest information on the rules governing the recall of Naval Reserve personnel to active service, read the 1 Sept 1950 issue of "The Naval Reservist," monthly publication of the Naval Reserve.

Marine Corps

Voluntary enlistments—First enlistments and reenlistments of Marines are being accepted on an unlimited quota. All may sign up for four or for six years. All enlistees must meet the physical requirements for general service.

In order to encourage experienced veterans to reenlist, dependency restrictions, and medical requirements for color perception and teeth have been relaxed.

Recall of Reservists—The Marine Corps moved fast to bring into its organization veteran Marine officers and enlisted men who had maintained their proficiency in the Marine's Reserve units.

These were some of the more important steps taken to expand Marine Reserve strength:

- Mobilization of officers and enlisted men of the Marine Organized Ground Reserve was announced. This order affected Organized Reservists who were enrolled in units and who had been receiving drill pay for their training. These Reservists were ordered to report for active duty to training camps where they would receive refresher training.

- Naval medical and dental personnel attached to Marine Organized Ground units in a pay status were also ordered to active duty along with their units.

- Certain Marine Air Reserve squadrons have been ordered to active duty as units. These squadrons are needed to bolster the Marine air arm which was at reduced strength.

- Active duty orders have also been written for a number of women Marines who are members of Organized Reserve units.

74 Outstanding Ships, Aircraft Squadrons Get Top Efficiency Awards

Seventy-four of the Navy's most outstanding ships and aircraft squadrons have been presented with battle efficiency pennants and their crews authorized to wear the Navy "E" on their sleeves.

The Navy's top efficiency award—the Majorie Sterrett Battleship Fund Prize—was won by two submarines, *uss Charr* (SS 328) and *uss Sea Robin* (SS 407).

Crews of the pennant-winning ships will receive \$20 prize money per man. Here are the winning ships and units:

- Cruisers—*uss Columbus* (CA 74); *uss Juneau* (CLAA 119); *uss Manchester* (CL 83).

- Destroyers—*uss Lloyd Thomas* (DD 764); *uss Massey* (DD 778); *uss Richard B. Anderson* (DD 786); *uss Benner* (DDR 807); *uss Everett F. Larson* (DDR 830); *uss Robert L. Wilson* (DDE 847); *uss Kenneth D. Bailey* (DD 713); *uss Keppler* (DDE 765); *uss Henderson* (DD 785); *uss Hollister* (DD 788); *uss Agerholm* (DD 826); *uss Fiske* (DD 842); *uss Furse* (DD 882).

- Carriers—*uss Midway* (CVB 41); *uss Palau* (CVE 122); *uss Badoeng Strait* (CVE 116).

- Submarines—*uss Chopper* (SS 342); *uss Diodon* (SS 349); *uss Sea Leopard* (SS 483); *uss Caiman* (SS 323); *uss Charr* (SS 328); *uss Sea Robin* (SS 407).

- Destroyer Escorts—*uss Spangler* (DE 696).

- Destroyer Tenders—*uss Yellowstone* (AD 27).

- Submarine Tenders—*uss Sperry* (AS 12); *uss Howard W. Gilmore* (AS 16).

- Seaplane Tenders—*uss Floyds Bay* (AVP 40).

- Landing Craft—*uss LST 533*; *uss Catamount* (LSD 17); *uss LSMR 517*; *uss LST 980*; *uss LSMR 404*; *uss PC 1141*; *uss PCEC 873*; *uss PC 1263*; *uss PCS 1380*.

- Minecraft—*uss Towhee* (AM 388); *uss Ellyson* (DMS 19); *uss Pelican* (AMS 32); *uss Grosbeak* (AMS 14); *uss Chatterer* (AMS 40).

- Aircraft Squadrons—VA 55; VF 24; VF 52; VMF 212; VP 8; VP 49; VA 65; VF 43; VF 62; VMF 214; VP 22; VS 22.

General Line School Suspends Operations

The Navy's General Line School at Newport, R.I., has suspended operations. The approximately 500 officers who were to have begun a 10-month course there on 24 July have been reassigned to other duty.

For the present, it is planned that instruction at Naval School, General Line, Monterey, Calif., will continue. A class of approximately 500 officers commenced studies there in February 1950.

Like the course at Monterey, the one offered at the General Line School, Newport, R.I., provided training in professional naval subjects for officers of the grade of commander and below.

- Auxiliaries—*uss Roque* (AKL 8); *uss Sussex* (AK 213); *uss Pickaway* (APA 222); *uss Okanogan* (APA 220); *uss Bexar* (APA 237); *uss Waccamaw* (AO 109); *uss Nespelen* (AOG 55); *uss Cimarron* (AO 22); *uss Namakagon* (AOG 53); *uss Consolation* (AH 15); *uss Jason* (ARH 1); *uss Bolster* (ARS 38); *uss Hoist* (ARS 40); *uss Kittiwake* (ASR 13); *uss Wantuck* (APD 125); *uss Yuma* (ATF 94); *uss Alsea* (ATF 97); *uss Keosauqua* (ATA 198).

Twenty-two of the above vessels are repeaters, have won the pennant in both 1949 and 1950.

Fashion Academy Establishes Full-Tuition Scholarships

Ten full-tuition scholarships for women who wish to make a career of fashion have been offered to daughters of naval or Marine Corps personnel.

The scholarships—each of which is valued at \$2520—include all expenses except living costs for a complete year's work at New York's Fashion Academy.

Applicants must be at least 17 years old and must have a high school diploma. They must also be physically and mentally fit and desire fashion for a career.

For further information, write to Dependents Services Branch, Bureau of Naval Personnel, Department of the Navy, Washington 25, D. C.

MarCor Enlistment Quotas Now Unlimited; Physical Requirements More Lenient

Quotas for the enlistment and re-enlistment of men in the Marine Corps are now unlimited, Almar 8-50 (NDB, 15 July 1950) announced. Physical standards as regards color perception and dental condition have been liberalized.

Veteran Marines in the rank of sergeant and below in the Marine Corps Reserve will be accepted for assignment to one year's temporary active duty, the directive states. This is aside from the unlimited Regular MarCor enlistments and re-enlistments. Veterans not already in the Marine Corps Reserve can enlist in that organization if they can meet the modified standards now in effect. Those in the two top enlisted pay grades will be assigned active-duty ranks as follows, if a year or more has elapsed since discharge:

- Master sergeant—sergeant.
- Technical sergeant—corporal.

Marriage provisions apply in accordance with the active-duty rank being assigned. In the event that Marine Corps Reserves are later mobilized, individuals reduced as mentioned here will be reappointed to the rank from which reduced.

New recruits may enlist for four years. All one-year active Reservists enrolled under the new program east of the Mississippi will be sent at first to Camp Lejeune, N.C. All other one-year active Reservists enrolled in the program are going to Camp Joseph H. Pendleton, Oceanside, Calif.

All applicants should obtain additional information from their local recruiting offices.



Program Now Underway to Select 1951 Quota for Limited Duty Officers

Machinery is now in motion toward filling the 1951 quota for new limited duty officers. All requests for consideration as prospective appli-

cants for appointment to the rank of ensign (LDO) were to be in the hands of COs by 1 July 1950. The next six months will be an important

and crucial period in many naval careers.

The Navy's LDO program, now in its fourth year, gives the Navy's most outstanding young men an excellent chance for advancement. While the number of commissions awarded each year is not large in proportion to the number of applicants, there is a definite opportunity for the top-notch candidate. Although the deadline is past for becoming a candidate for the 1951 LDO increment, ALL HANDS gives here a new roundup of related matters. The LDO program is a continuing thing.

Of greatest interest to most people who think of the LDO program in relation to themselves are the eligibility requirements. Here they are, for regular Navy personnel who hold the permanent rank or rating of commissioned warrant officer, warrant officer, chief petty officer or petty officer first class:

- Have completed 10 years of active naval service, exclusive of training duty in the Naval or Marine Corps Reserve, on or before 1 January of the year in which the appointment can first be made. Marine Corps service can be included.

- Have served as PO first class or higher for at least one year as of 1 January of the year in which the appointment can first be made, and be so serving on that date.

- Have not passed the 35th birthday as of 1 January of the year in which the appointment can first be made—in most cases. In the case of an individual who is serving in a temporary commissioned grade of ensign or above, or who has previously served in a temporary commissioned grade of lieutenant (junior grade) or above, the age limit is raised to 38 years.

- Must be able to complete 30 years of active naval service on or before reaching the age of 55.

- If enlisted, the applicant must have no record of conviction by deck court, summary court-martial or general court-martial for the two years preceding the date of written examination.

- Must be able to meet the physical standards prescribed for original

<i>Enlisted Rating</i>	<i>Warrant Officer Title and Classification</i>	<i>Technical Field</i>	<i>LDO Title and Classification</i>
Boatswain's mate	BOSN 712 (boatswain)	Seamanship and ship's operation	Deck
Quartermaster	BOSN 714 (ship controlman)		
Radarman	BOSN 714 (ship controlman)		
Sonarman	BOSN 714 (ship controlman)		
Gunner's mate	GUN 723 (surface ordnance technician)	Operation, maintenance and repair of offensive and defensive armament	Ordnance
Fire controlman	GUN 724 (control ordnance technician)		
Fire control technician	GUN 724 (control ordnance technician)		
Torpedoman	TORP 733 (underwater ordnance technician)		
Mineman	TORP 733 (underwater ordnance technician)		
Radioman	RELE 763 (communications supervisor)	Naval administration and personnel management	Administration
Teleman	RELE 763 (communications supervisor)		
Personnel man	SCLK 782 (personnel man-yeoman)		
Yeoman	SCLK 782 (personnel man-yeoman)		
Lithographer	SCLK 784 (printer)		
Printer	SCLK 784 (printer)		
Machine accountant	SCLK 788 (machine accountant)		
Journalist	SCLK 783 (journalist)		
Communications technician	RELE 764 (communications technician)		
Machinist's mate	MACH 743 (machinist)	Operation, maintenance and repair of propulsion and auxiliary equipment	Engineering
Boilerman	MACH 743 (machinist)		
Machinery repairman	MACH 743 (machinist)		
Engineman	MACH 743 (machinist)		
Opticalman	MACH 744 (instrument technician)		
Instrumentman	MACH 744 (instrument technician)		
Damage controlman	CARP 774 (ship repair technician)	Maintenance and repair of a vessel's hull and related equipment	Hull
Pipe fitter	CARP 774 (ship repair technician)		
Metalsmith	CARP 774 (ship repair technician)		
Molder	CARP 773 (foundryman)		
Patternmaker	CARP 773 (foundryman)		
Electrician's mate	ELEC 754 (electrician)	Operation, maintenance and repair of electrical and electronics equipment	Electronics
Interior communications electrician	ELEC 754 (electrician)		
Electronics technician	RELE 766 (electronics technician)		

appointment in the Navy for the corps to which appointed.

●Regardless of age or service requirements, no one is eligible to apply for LDO appointment more than twice.

●No candidate may make application in more than one limited duty classification in any one year.

●No candidate will be eligible for appointment in LDO status if his conduct and associations are such that reasonable grounds are established for rejection by BuPers on the grounds of loyalty.

●After 1 July 1951, satisfactory completion of the GED test, high-school level, will be required. This will be required of all applicants—even high-school graduates—and the results must be available in the applicant's record.

Some people are not eligible, regardless. These are officers who have transferred to the Regular Navy as permanent USN officers above the rank of chief warrant officer, retired personnel, and members of the Fleet Reserve or Naval Reserve, among others. Hospital corpsmen aren't eligible for appointment to LDO status; they may be commissioned in the Medical Service Corps. At present there is no provision for musicians to advance to LDO officer rank. A path of advancement to commissioned status for personnel with a background in music is under consideration by the Navy Department.

All this was given in BuPers Circ. Ltr. 62-50 (NDB, 15 May 1950). So is the rest of this article, but from here on it's going to be somewhat condensed because of space limitations.

Next, let's go over the procedure which takes place between the first of July and the time when the selection board meets—shortly after New Year's, 1951.

●Before 1 September, the CO should submit by speedletter or other suitable rapid means to the Chief of Naval Personnel (Attn: Pers-B6222), the name, rate, service number, and classification for which application is made, of all prospective candidates in his command.

●The CO will closely observe the applicant for a period of five months. At the end of that time, about 1 December, he will prepare a special observation report to be forwarded to

<i>Enlisted Rating (Aviation)</i>	<i>Warrant Officer Title and Classification</i>	<i>Technical Field (Aviation)</i>	<i>LDO Title and Classification</i>
Air controlman	BOSN 712 (flight controller)	Operation control of aircraft	Aviation operations
Aviation boat-swain's mate	BOSN 711 (aviation boat-swain)		
Parachute rigger	CARP 772 (aviation survival technician)		
Aerographer's mate	AEROG 821 (aerographer)		
Trademan	RELE 762 (training devices technician)		
Aviation photographer's mate	PHOT 831 (photographer)	Operation, maintenance and repair of aviation offensive and defensive armament	Aviation ordnance
Photographer's mate	PHOT 831 (photographer)		
Aviation ordnanceman	GUN 721 (aviation ordnance technician)		
Aviation machinist's mate	MACH 741 (aviation machinist)		
Aviation structural mechanic	CARP 771 (aviation structural technician)		
Aviation electronics technician	RELE 761 (aviation electronics technician)	Operation, maintenance and repair of aviation electrical and electronics equipment	Aviation electronics
Aviation electronicsman	RELE 761 (aviation electronics technician)		
Aviation electrician's mate	ELEC 751 (aviation electrician)		
<i>Enlisted Rating (Supply)</i>	<i>Warrant Officer Title and Classification</i>	<i>Technical Field (Supply)</i>	<i>LDO Title and Classification</i>
Storekeeper	PCLK 798 (supply clerk)	Supply, disbursing and commissary	Supply
Aviation storekeeper	PCLK 798 (supply clerk)		
Ship's serviceman	PCLK 798 (supply clerk)		
Disbursing clerk	PCLK 798 (supply clerk)		
Commissaryman	PCLK 798 (supply clerk)		
Steward	PCLK 798 (supply clerk)		
<i>Enlisted Rating (Civil Engineer Corps)</i>	<i>Warrant Officer Title and Classification</i>	<i>Technical Field (Civil Engineer Corps)</i>	<i>LDO Title and Classification</i>
Construction electrician's mate	ELEC 759 (construction electrician)	Construction, maintenance and repair of shore installations and operation of utilities	Civil engineering
Mechanic	MACH 749 (equipment foreman)		
Driver	MACH 749 (equipment foreman)		
Builder	CARP 779 (building foreman)		
Steelworker	CARP 779 (building foreman)		
Utilities man	MACH 748 (utilities technician)		
Draftsman	CARP 778 (drafting technician)		
Surveyor	CARP 778 (drafting technician)		

the Navy Department along with his endorsement on the application. (This special report form will be published by BuPers.) If there is a change in duty station during the observation period, each CO will observe and prepare a report for the appropriate period. The report will be forwarded to the next CO at the time of transfer.

- At some time during the observation period—preferably during the last two months of this period—the applicant will be given a personal interview by a local board of officers. More about this board and the report it will make is given in the directive.

- The physical examination also comes up during the observation period—also preferably during the last two months. If the candidate fails this, he may still take the written examination for appointment. However, if the Bureau of Medicine and Surgery agrees with the findings of the local medical board, the appointment will be withheld if the candidate is selected.

- By 1 December—or another date set by BuPers—the CO must complete the special observation report on the prospective applicant.

- On 1 December—or on another date set by BuPers—the applicant must submit his formal application, including loyalty certificate, to his CO in the prescribed form. Other details about this application are included in the circular letter.

- On 11 December—or another date set by the Bureau—a written examination will be given throughout the service to all LDO applicants. The examination will be administered locally under supervision of at least one officer appointed by the CO or his senior in chain of com-



"I told you you'd get brig time for not dogging down the hatches."

mand. The examination will be objective, and will be composed of three parts: Intelligence test—OQT type; military knowledge and naval administration—A to N type; and technical examination based on broad technical requirements of the LDO classification requested by the applicant. The third-mentioned part will not be required for the 1951 program.

- By 15 December—or another date set by BuPers—COs will assemble all papers and forward them by suitable means to BuPers (Attn: Pers-B6222) for use by the selection board. Seven papers or forms must be included. They are: Application form with CO's endorsement—NavPers Form 953A as revised; special observation report, interview form, written examination (ungraded); report of medical examination—standard form 88; report of medical history—standard form 89; and loyalty certificate.

As was true in the 1950 program, all future selections for LDO appointments will be made for the grade of ensign only. It is expected that personnel selected before 7 Aug 1949 for limited-duty appointments, who hold temporary ranks in the grade of ensign or above, may continue to delay acceptance of their appointments until 1 Jan 1957. The only exception will be in the event that the number of officers holding permanent appointments on the active list of the line of the Regular Navy reaches 95 per cent of the number of such officers authorized by law

before 1 Jan 1957. If this occurs, these LDO selectees will be required to accept their LDO commissions at that time. Appointments of personnel selected for LDO commissions before 7 Aug 1949 can be made up through the rank of commander. Personnel selected after 7 Aug 1949, who hold temporary rank in the grade of ensign or above, may delay acceptance of appointment until just prior to the time when they will be eligible for promotion to lieutenant (junior grade), LDO. Provision is made to adjust the officer's position on the LDO lineal list to put him as nearly as possible on a par with his contemporaries.

The LDO program provides enlisted personnel with a path of advancement to commissioned grades up to and including commander before completing 30 years' active naval service.

Limited-duty ensigns will become eligible for promotion to lieutenant (junior grade) upon completion of three years' service as ensign. Promotion to grades above lieutenant (junior grade) will be by selection. The numbers to be selected for promotion are such that not an unduly large number will be "passed over." Promotions in the line will be made to fill vacancies. In the staff corps, the selected officer will be promoted with his line officer running mate, who will be a limited-duty officer. A limited-duty line officer is required to have the same sea or foreign service as an unrestricted line officer before becoming eligible for promotion.

BuPers Circ. Ltr. 62-50 gives also a good coverage of rules governing retirement of LDOs for reason of having twice "failed of selection for promotion." Career men who are aspiring LDOs will be encouraged to learn that being twice "passed over" does not necessarily mean forced retirement.

And here are a few additional points of interest for LDOs and for those who plan or hope to become LDOs in the future:

- No limited-duty officer will suffer any reduction of pay and allowances to which he was entitled at the time of his appointment, by virtue of his permanent status.

- Line LDOs may—upon application, and if qualified—be assigned to engineering duty only, aeronautical



"John, the baby did the cutest thing today."

engineering duty only, special duty only or to unrestricted performance of duty. Upon being so assigned, his status as an officer designated for limited duty will terminate.

- Staff corps LDOs may likewise apply for unrestricted performance of duty in the staff corps concerned. Upon being so assigned, his status as an officer designated for limited duty will terminate.

- Limited-duty officers, if not otherwise retired pursuant to law, will be placed on the retired list on the last day of the month following the month in which they complete 30 years' active naval service.

- The LDO classification does not deny an officer the privilege of requesting retirement under the present 20-year retirement law (with 10 years' commissioned service), or from other benefits of law to which he might be entitled.

For the normal path of advancement to LDO status from warrant or enlisted classifications, see chart. When applicant has special training or qualifications, deviation from the normal pattern is sometimes permitted.

Navy Officers Participate In Sub-Arctic Training

"Summer arctic operations" constituted the subject matter of an unusual study course held this summer at Big Delta, Alaska. The student body consisted of approximately 100 Army officers and a smaller number of Navy and Air Force officers.

Many subjects connected with arctic travel and survival were studied or demonstrated during the midsummer course. Among them were Alaskan geography and weather, glacier climbing, use of special mountaineering equipment, characteristics of snow and ice, bivouacking above timberline, land navigation, survival techniques, and several others.

Of the Army officers chosen for the special training, 75 came from continental U.S. activities and the remainder from the Alaskan Command. The course was designed to familiarize specialized officers in the techniques of operating individually or in small groups under summer conditions in the sub-arctic. The modifications of standard training and techniques needed for such conditions were emphasized.

Oiler Has Slick Duty in the Mediterranean

For two months the Navy tanker USS Salamonie (AO 26) was in the Mediterranean area earlier this year. She performed 19 refuelling jobs in port and 60 underway, and visited almost a dozen colorful cities. Here are some of the observations Salamonie writers sent in to ALL HANDS about some of the places visited.

First we touched at Casablanca, French Morocco, and spent an enjoyable two and one-half days there. One-third of the crew was granted liberty each day while visiting the port, and many strange sights were seen. Many visited the city hall, enjoying the magnificent view from the tower. Some visited the palace of the Sultan, being shown through the gardens and other grounds. Churches were also visited, and some of the men are still talking of the wonders of the worship that is so different from their own.

The majority of the purchases made consisted of leather goods. Such items as hassock covers and ladies' purses led the sales. Most of the leather goods were manufactured from camel hide but some of the finer pieces were made from gazelle skin. Perfume was also a good seller to *Salamonie's* crew, and many popular brands found their way on board. The merchandise was purchased at a price considerably lower than what one would have paid in the States. One can imagine that many of Newport's belles will be wearing the scents of old France when *Salamonie* reaches her home port.

Personnel from *Salamonie* found that Taranto, Italy, might well be called "the Key West" of that nation. The climate during the winter months is excellent, but very hot in summer. It is one of Italy's major naval bases and offers an excellent anchorage to visiting ships.

In Taranto the Italian officers' club, petty officers' club and enlisted men's club were made available to us in the evenings. Three Italian naval beaches and a number of public beaches offered excellent swimming. Transportation was the

greatest difficulty encountered. Taxis are few and very expensive. Horse-drawn carriages are plentiful, but a great amount of time is consumed in arriving at a price.

A visitor in Taranto will find a good harbor, a quiet relaxing place, good food and beverages, an excellent climate and friendly people, but poor shopping. It is one of the cleanest cities in the Mediterranean.

Tripoli, Tripolitania—This is the chief port of western Libya. The population is approximately 140,000, consisting of Arabs, Greeks, Libyans, Italians and others. The countryside is low and flat, with widely scattered palms and fig trees. The land is cultivated mostly by Arabs, using oxen or donkeys for motive power.

Like in many other European and Mediterranean cities, there are numerous small shops of all descriptions here. These shops do a lot of manufacturing, making a variety of things on a small scale. Hand weaving of rugs and mats seems to be the major activity in most of the small shops. All the weaving is done by hand, and the time spent on a single rug runs into many days.

Suda Bay Area, Crete—All hands were impressed by the friendly manner, the simplicity and the honesty of these people who were so poor in the material things. Only the attitude of the truck and taxi drivers belied the general impression of solidarity, permanence and endurance which the people gave. These individuals operate at full speed with one hand for the steering wheel and one for the horn. Brakes are used only to stop at the end of the trip. However, the taxi drivers refuse tips, which makes them just about unique.

Leghorn, Pozzuoli, Naples in Italy; Golfo Juan, France; Oran, French Morocco, and Lisbon, Portugal—while not necessarily in this order, *Salamonie* men saw them all. And then it was Newport, R.I., for independent sea exercises, upkeep and leave.

For a photograph of USS *Salamonie*, see inside front cover.

POs Returning from Overseas Granted More Time to Help Their Families Get Settled

Enlisted members returning to the U. S. with their families from duty overseas are now assured of a few days' time in which to get their families settled before they must themselves report to a receiving station for processing.

Although this procedure has been general practice at most ports handling naval personnel and their dependents returning from overseas, a new directive, BuPers Circ. Ltr. 83-50 (NDB, 15 June 1950) makes it official.

There have been incidents, the circular letter states, where hardships have been experienced by en-



listed men and their dependents who were separated from one another immediately upon debarking from a military transport.

This has been true principally because the enlisted man was under draft orders and, as soon as the ship was docked, was required to report to a receiving station. As a result, his dependents were stranded, often left without knowledge of his whereabouts.

To smooth out this ship-to-shore transition period for dependents, the directive provides that all enlisted men who will be embarked on the same transport as their dependents, will be issued individual orders rather than be included as a member of a draft. The individual orders will provide:

- "Such manner of reporting as will occasion a minimum of separation of the man from his dependents prior to embarkation, and. . .

- "Delay not to exceed two (2) days in reporting to the designated receiving station after debarkation."

Upon debarkation, the debarkation officer at the receiving port will process separately men with dependents on board and will enable them to contact and assist their dependents. Should an enlisted man request and receive a delay under these provisions, the delay will, of course, be charged as leave.

Although this directive is intended to cover outbound as well as inbound personnel and their dependents, it is not expected in many cases that personnel being transferred overseas will be accompanied by their dependents. More often, dependents will follow the individual to his overseas station at a later date.

Officer Applicants Sought For Correspondence Course In Economic Mobilization

Five hundred officers per year of the Navy, Naval Reserve, Marine Corps and Marine Corps Reserve will be eligible, under present plans, to take a new correspondence course to be first available this fall, entitled Emergency Management of the National Economy. Officers to enroll will be nominated by the Chief of Naval Personnel from applicants of the rank of lieutenant commander and above.

The new course in economic mobilization is designed for selected officers—Regular Navy and Naval Reserve—and for leading civilians. Its purpose is to prepare these people for emergency service in command, staff and planning assignments in the military establishment. Applications for the course may be filed now, by official letter to the Chief of Naval Personnel (Pers C-1126). Applications should include full name, rank and file number. Also to be included is a statement as to whether the applicant has completed the Field Economic Mobilization Course given by the Industrial College of the Armed Forces as a two-week training course in various naval districts. Preference will be given officers who have completed that course.

Major subdivisions of the course on Emergency Management of the National Economy are as follows:

- A review of fundamentals of background material, such as economics, administrative management and social-psychological factors involved in emergency situations.

- A consideration of the various controls and their effects on the stabilization of the economy, including priorities, allocations, and price, profit and wage controls.

- An examination of procurement planning and purchase functions.

- A treatment of the essentials to production, including material and manpower resources, facilities, transportation, communications, power, public health and civil defense.

- A study of foreign aid, economic intelligence, and economic warfare measures.

- Analysis of the correlation of all these elements in organizing and mobilizing the national economy in an emergency.

WHAT'S IN A NAME



Yardarm

Although the masts of modern ships are equipped with a steel yard, formerly the yard almost universally was made of a single piece of timber—a long horizontal spar, usually cylindrical and tapering toward the ends—designed to support and extend a square sail.

For easy designation, the yard is divided into two parts—port and starboard—the outer quarter or tip of each part being called the yardarm.

An officer's quip, originating from the old sailing navy, is "When the sun is over the yardarm it's time to take a drink." Sometimes the term fore-yard or fore yardarm might be substituted for the word yardarm. This was considered to mean it was noon, before which it was not etiquette to order drinks in the wardroom.

In modern speech along shore, yachtsmen (and even landlubbers) may be heard anxiously inquiring of each other whether "the sun is over the yardarm?"

Complete Roundup of Current Legislation of Interest to Naval Personnel

Recent action by Congress on bills of interest and importance to personnel of the naval establishment is summarized below. Last month's legislative summary appeared on page 56 of the August issue.

Free Postage — S. 3876, passed by Congress and signed by the President, now Public Law 609: To provide free postage for members of the armed forces of the United States in specific areas. (This law provides free postage for U.S. servicemen in Korea and other regions which the President might designate as a combat area, on letters to people in the States and its territories and possessions. Letters of one ounce and less go by airmail if air space is available. The law became effective with the signing of the bill by the President and will continue until 30 June 1951 unless terminated by the President or Congress.)

Service Strength — S. 3939: Introduced; to suspend restrictions on the authorized personnel strength of the armed forces.

Duty Benefits — S. 3962: Introduced; to extend to personnel of the armed forces participating in the Korean campaign all benefits which were applicable to persons who performed military service during World War I and World War II.

Readjustment Benefits — H. R. 9003: Introduced; to extend the provisions of the Servicemen's Readjustment Act of 1944 to those members of the military and naval forces who are actively engaged in combat with the Communist elements of the Korean government and who are not entitled to the benefits of said Act.

Foreign Vessels — S. 3859: Reported with amendments by the Committee on Interstate and Foreign Commerce; to authorize the President to control the anchorage and movement of foreign-flag vessels in waters of the United States when the national security is endangered. (This bill, if passed, would enable the President to issue regulations for the taking over of full possession and control of foreign vessels if necessary in times of emergency, permitting the removal of officers and crew from

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 9.

1. At left (a) France; at right (e) Turkey.
2. (a) (b) (c) The single flag serves the three purposes in both countries.
3. (b) Mineman (MN).
4. (b) Fire control technician (FT).
5. (b) Amphibious force flagship.
6. (c) Complex communications devices. AGCs served as nerve centers and floating headquarters during many vital allied invasions of World War II.

the vessel. Also provides for safeguards against sabotage, subversive acts, accidents, or other causes of similar nature, to vessels, harbors, ports and waterfront facilities in the U.S., the Canal Zone, and all territory and water, continental or insular, subject to the jurisdiction of the United States.)

"Anti-plucking" Law — S. 2335: Passed by Congress and signed by the President, now Public Law 570; to make certain revisions in titles I and III of the Officer Personnel Act of 1947, as amended. This law provides for [1.] Substitutes a "selection for retention" procedure for the present "plucking" provisions of the Officer Personnel Act. [2.] Provides for flexibility in determining the number of officers to be promoted to and retained in flag grade each year as based on the needs of the service, to be determined by a five-year study. [3.] Eliminates year-to-year jeep-

ardy of all officers on the flag list as regards retention on the active list. [4.] Provides an orderly method of reducing the total number of line flag officers to 150 by 1947, slowing down the rate of promotion to arrive at the normal years of service in the grade stated in the Officer Personnel Act, and affording equitable consideration, over the years, of officers concerned for promotion to and retention in flag grade.)

Medical Academy — H. R. 9157: Introduced; to create a United States Medical Academy for the instruction of physicians for the armed services and the Public Health Service.

NSLI Disability — H. R. 6560: Passed by the House of Representatives; to amend the National Service Life Insurance Act of 1940 to authorize provisions in NSLI policies for increased monthly disability benefits. (This bill, if passed, would allow an NSLI policy holder on life insurance alone to be eligible for monthly benefits of from \$5.00 to \$10.00 per month, in multiples of \$1.00, for each \$1000 of insurance held, if he should become totally disabled six months or more after taking out the insurance and before reaching the age of 60.)

Unauthorized Medals — S. 1171: Passed by Senate and cleared for House; to prevent unauthorized acceptance or wearing of foreign decorations by officers of the United States. (If passed, this bill would provide a fine of \$500 or six months imprisonment, or both, and disquali-



"Been in quite a while, chief?"

fication of holding public office for accepting, wearing or publicly showing "any present, decoration or other thing" presented by any foreign government unless the award is tendered through the State Department and not to the officer in person, then delivered to him by the State Department through authorization by an Act of Congress. Provisions which would have made the bill retroactive were removed by the subcommittee amendment.)

Reservists Meals — S. 3870: Introduced; to provide for subsistence in kind for enlisted personnel of the Reserve components of the National Defense Establishment when engaged in inactive duty training. (Provides that enlisted Reservists receiving pay for drills and inactive duty training should also receive subsistence in kind—meals—if the training period lasts for four hours or longer.)

Alien Wives — S. 1858: (Passed by Senate and cleared for House; to permit the admission of alien spouses and minor children of citizen members of the U.S. armed forces. (If passed, this bill would waive the

excluding provisions of the existing law relating to inadmissibility because of race in the case of the alien spouses and minor children of citizens either serving in or honorably discharged from the U.S. armed forces. The committee added an amendment which places a limitation date restricting its application to marriages which occurs within 90 days after the act becomes law. It would enable an estimated 760 alien wives and alien minor children in Japan to accompany the citizen-husband and father on his return to the U.S.)

Family Allowances — S. 3986 and H. R. 9262: Introduced; to provide family allowances for the dependents of enlisted members of the U.S. armed forces. (This bill, if passed, would supplement the provisions of the Career Compensation Act by instituting family allowances for enlisted men. Under the present law, only men drawing saved pay are receiving family allowances.)

Tax Exemptions — H. R. 9248: Introduced; to grant income tax exemptions with respect to compensation received for active service in the armed forces.

New Housing Act Increases Benefits Under GI Bill For World War II Veterans

Housing loan benefits which qualified persons can obtain under the GI Bill have been increased and improved by the Housing Act of 1950, signed earlier this year by the President. Eligibility requirements include 90 days' active service, some part of which occurred between 16 Sept 1940 and 25 July 1947, and a discharge or separation under other than dishonorable conditions.

BuPers Circ. Ltr. 81-50 (NDB, 15 June 1950) outlines the provisions of the new housing act and instructs COs regarding procurement and distribution of new corrections to VA Pamphlet ER-1 summarizing the loan changes. Pamphlet ER-1 is entitled "Benefits for World War II Veterans." Distribution of the pamphlet with corrections as of 1 May 1950 has been authorized. It will go to all persons being separated who served on active duty before 26 July 1947—and may thus be eligible for loan benefits—as well as to veterans on active duty.

Important changes in the loan program are:

- The amount of VA guaranty on a home loan is increased to 60 per cent of the loan, up to a maximum of \$7,500. Previously it was 50 per cent, up to \$4,000.
- The maximum period of time over which home loans may be repaid is extended to 30 years to provide lower monthly payments. Previously the maximum loan period was 25 years.
- Effective 20 July 1950, VA is authorized to make direct government loans at four per cent in certain areas where four per cent home financing is not available from other sources. All qualifications for a regular GI loan must be met and direct loans cannot exceed \$10,000.

• As of 20 Oct 1950, more costly and less advantageous combination Federal Housing Administration—GI loans will be eliminated.

• Homes on which construction commenced after 20 July 1950 cannot be sold to veterans with the aid of GI loans unless construction requirements of VA are met.

HOW DID IT START

Ship Christening

Christening a new ship by breaking a bottle of wine over its prow is believed to be a survival of the ancient custom of dedicating each vessel to the protection of a god.

Ancient ships often bore the images of the deities to which they were consecrated. The wine probably represents the libation poured out in connection with sacrifices.

This libation in turn symbolized the blood of a human or animal offering.

Greek and Roman priests propitiated the gods by sacrificing animals and by performing incantations when a ship was launched or was about to set out on a long voyage. During the Middle Ages this pagan ritual was absorbed by Christianity and became comparable to a baptism and formal blessing. In time the christening ceremony lost its religious significance and became merely a seamen's custom.

Originally red wine was generally used in ship-launching ceremonies, but later the sparkling and effervescent white wine known as champagne was substituted, probably because it was rarer, more costly, held in higher esteem and therefore deemed more worthy for such a purpose.

During prohibition in the U.S., water or some other liquid was sometimes used, but conservative seamen opposed the substitution on the ground it would bring bad luck.

At the launching ceremony, the sponsor breaks the bottle of champagne at the prow and says, "I christen thee" or "I sponsor thee."



• VA may in certain circumstances restore loan guaranty rights of veterans who used their loan entitlement for property later taken through condemnation or destroyed by fire or other natural causes.

• VA is directed to issue regulations limiting fees and other charges which may be made against builders and veterans in connection with construction and sale of GI loan financed housing.

• New provisions make GI loans for farm dwellings easier to obtain.

• New provision makes unremarried widows of deceased veterans who died in service or from service-connected causes after discharge eligible for the loan benefits to which their husbands would have been entitled.

Liberalization of GI home loan provisions has prompted VA Administrator Carl R. Gray, Jr., to issue a word of caution to the 13 million WW II veterans who still are eligible for VA loan guarantees. In a four-page pamphlet (VA Pamphlet 4-5, June 1950) addressed to the home-buying veteran, Administrator Gray points out some of the pitfalls and headaches which may be encountered through easy mortgage financing and offers advice toward avoiding them.

Shipyard Disaster Program Initiated at Pearl Harbor

Key personnel at the Naval Shipyard, Pearl Harbor, T.H., 260 in number, are receiving special radiological training to enable the activity to better survive any possible atomic attack.

Most of the 260 shipyard employees attending the educational programs have important posts in the shipyard disaster program. It will be their responsibility to see that all mechanics, helpers and apprentices receive decontamination training related to their particular trades. Sufficient training is being given so that every shipyarder will know what he should do in the event of an atomic attack.

The training of key personnel is being given at the Fleet Training Center, Aiea, under the direction of naval personnel. It was pointed out that the special instruction in radiological defense does not mean that the shipyard is in any special present danger.

Latest Word on Transportation by MSTS

Many requests for transportation to overseas points on Military Sea Transportation Service ships are being directed to the wrong source.

Ordinarily, when requests for permission to use military transportation are not submitted through the regular chain of command, they should be addressed to: Chief of Naval Personnel, Transportation Division, Department of the Navy, Washington 25, D. C.

Requests for such permission from Marine Corps personnel should be addressed to: Commandant, U. S. Marine Corps, Washington 25, D. C.

When such requests must be submitted from an overseas port, they should then be submitted to the area commander concerned.

These rules for submitting requests for transportation apply only to those not on active duty with the Navy or Marine Corps. Active duty personnel will submit all such requests for themselves or for their dependents or relatives through normal channels i.e. through their Commanding Officer.

The bulk of the misdirected requests come from retired Naval personnel seeking transportation and from relatives who want to visit the serviceman overseas.

In most cases, these requests have mistakenly been addressed to the Military Sea Transportation Service rather than to BuPers. MSTS has nothing to do with issuing travel authorizations; MSTS is concerned only with the operation of the ships.

In granting such requests for travel on military ships, BuPers points out that it relies on a priority system similar to that used in allocating space on military aircraft.

Briefly, here is an up-to-date proposed list of the categories eligible to use military transportation, in the order of their priority:

1. Service personnel ordered to a permanent change of station overseas.
2. Dependents of officers, chief petty officers, petty officers first and second class (and petty officers third class with seven or more years' service) who are ordered to permanent change of station overseas.
3. Civilian employees of the Department of Defense, their wives and children, who are going to or re-

turning from overseas duty assignments.

4. Service personnel on leave.

5. "Dependents" of petty officers third class (with less than seven years' service) and non-rated men ordered to a permanent change of station overseas.

6. Dependents of officers and all enlisted men on leave (when the dependents are accompanied by the officer or enlisted man).

7. Retired service personnel and their dependents.

8. Certain categories of relatives of service personnel eligible to visit a serviceman at his overseas duty station.

Personnel in Categories 1, 2 and 3 are the only ones who are virtually assured of passage at the time requested. Personnel in the lower categories may obtain transportation only when the space is available after the allocation of space to those in the first three categories.

Furthermore, persons in Categories 4-8 must also pay subsistence for themselves and their dependents or relatives during the time they are aboard a military transport.

For complete information on how retired personnel and relatives of Naval personnel can get military transportation overseas, see BuPers Circ. Ltr. 70-50 (NDB, 15 May 1950) which was explained in ALL HANDS, July 1950, p. 43.

For a map showing world routes covered by MSTS ships as well as photos of some of the ships that sail them, see ALL HANDS, November 1949, p. 30-31.



"This sea is really rough. That's the third flat since morning."

Complete Roundup of State Bonuses for Service in World War II

Most of the states and territories which are likely to authorize bonuses for World War II veterans have done so and the deadline for filing applications for five state bonuses already has expired.

In all, 20 states and territories have authorized bonuses to date. The latest to announce the conditions under which a serviceman may draw his bonus are Pennsylvania and Washington (ALL HANDS, March 1950, p. 56).

Incidentally, Pennsylvania is among the five states whose deadlines for bonus applications has now passed. The others are Louisiana, Ohio, Rhode Island, and South Dakota.

For the two latest round-ups of state bonus information, see ALL HANDS, August 1949, p. 51 and ALL HANDS, May 1949, p. 46-48.

To help you find out if you can still apply for a bonus from your state if you haven't already done so, here is a check list prepared by the Veterans Affairs Section of the Bureau of Naval Personnel which lists the deadlines for authorized state bonuses. The addresses of bonus authorities in states in which the deadline has passed have been omitted:

• **Alaska**—Deadline: none. Address: Commissioner of Veterans' Affairs, Territory of Alaska, Box 2721, Juneau, Alaska.

• **Connecticut**—Deadline: 30 June 1951. Address: Office of the Treasurer, Veterans' Bonus Division, Hartford 15, Conn.

• **Delaware**—Deadline: 1 Jan 1951.



"As grand prize winner on tonight's show, you will receive, absolutely free, a round-the-world cruise."

Ordnance Test Station Is Converted to NAAS

The Naval Aviation Ordnance Test Station at Chincoteague, Va., is being converted into a naval auxiliary air station. The change is expected to relieve flight congestion in the Norfolk area and to result in an overall increase in operating efficiency.

In opening the new auxiliary air station at Chincoteague, the Navy is discontinuing operation of ordnance test facilities there. Control of the naval activity will pass from the Bureau of Ordnance to the Bureau of Aeronautics.

Address: Executive Director, Veterans Military Pay Commission, State of Delaware, P.O. Box 1871, Wilmington, Del.

• **Hawaii**—Deadline: none. Address: Director, Dept. of Veterans Affairs, Bldg. H, Iolani Palace Grounds, Honolulu 2, T. H.

• **Illinois**—Deadline: 30 June 1951. Address: (Cook County resident) Service Recognition Board, State of Illinois, 218 W. Monroe St., Chicago 6, Ill.; (Other residents) Service Recognition Board, State of Illinois, 301 W. Adams St., Springfield, Ill.

• **Indiana**—Deadline: 1 Jan 1951. Address: Bonus Division, Indiana Department of Veterans' Affairs, 431 N. Meridian St., Indianapolis 4, Ind.

• **Iowa**—Deadline: 31 Dec 1950. Address: Executive Secretary, Iowa World War II Service Compensation Board, 124 Des Moines St., Des Moines 16, Iowa.

• **Louisiana**—Deadline: expired.

• **Massachusetts**—Deadline: none. Address: Bonus Division, Commonwealth of Massachusetts, 15 Ashburton Pl., Boston, Mass.

• **Michigan**—Deadline: 18 Mar 1951. Address: The Adjutant General, State of Michigan, Bonus Division, Lansing 1, Mich.

• **Minnesota**—Deadline: 31 Dec 1950. Address: Commissioner, Veterans Affairs, State of Minnesota, Adjusted Compensation Division, 213 E. Fourth St., St. Paul 1, Minn.

• **New Hampshire**—Deadline: none.

Address: Adjutant General, Concord, N. H.

• **New York**—Deadline: none. Address: Veterans' Bonus Bureau, Department of Taxation and Finance, State of New York, 1875 N. Broadway, Albany, N. Y.

• **North Dakota**—Deadline: 17 Feb 1954. Address: Office of the Adjutant General, Adjusted Compensation Division, Fraine Barracks, Bismarck, N. D.

• **Ohio**—Deadline: expired.

• **Pennsylvania**—Deadline: expired.

• **Rhode Island**—Deadline: expired.

• **South Dakota**—Deadline: expired.

• **Vermont**—Deadline: none. Address: Adjutant General's Office, State of Vermont, Montpelier, Vt.

• **Washington**—Deadline: none. Address: Division of Veterans' Compensation, State of Washington, American Legion Hall, 219 West Legion Way, Olympia, Wash.

Medal Is Given for Rescue Of Man from Flaming Auto

A Navy and Marine Corps Medal with permanent citation was awarded to Leonard E. Godsil BTC, USN, attached to the Naval Receiving Station, Washington, D. C. The action which won the chief his award took place a third of the way around the world — in Guam. The citation does a good job of describing the event:

"Approaching the scene of an accident where an automobile was overturned into a ditch near NOB Guam and burning intensely, Godsil heard cries for aid from a man trapped inside the flaming vehicle. Although several previous attempts to rescue the victim had failed, Godsil, disregarded the personal danger from flames and a possible explosion to crawl through pools of burning gasoline and extricate the injured man from the wreck.

"Although suffering painful burns, he continued his courageous action by driving a jeep to the Naval Supply Center Dispensary and dispatching an ambulance to the scene of the disaster."

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 58—Announces new ration

Veterans May Still Submit Claims for Unused Leave

Certain members and former members of the naval service who did not submit claims on or before 1 Sept 1948 for settlement of unused leave earned between 8 Sept 1939 and 1 Sept 1946 may now do so.

A new law passed by Congress (Public Law 479, 81st Congress) has extended the deadline for submitting these claims to 30 June 1951.

BuPers Circ. Ltr. 94-50 (NDB, 30 June 1950) implements the above law and directs that members and former members of the naval service concerned may obtain the necessary claim forms by submitting a request to the Chief of Naval Personnel.

BuPers points out that the directive affects only (a) those members and former members of the naval service who: (1) were in active service on 1 Sept 1946; (2) had more than 60 days unused leave to their credit on 31 Aug 1946; (3) did not submit a claim on or before 1 Sept 1948, and (b) those members and former members of the naval service who: (1) were not in active service on 1 Sept 1946; (2) were last discharged under honorable conditions or, if last discharged under other than honorable conditions, whose records are corrected after 9 Aug 1946 to show discharge under honorable conditions; (3) did not submit a claim on or before 1 Sept 1948.

values effective 1 July 1950 for midshipmen, aviation midshipmen and persons in hospitals.

No. 59—Concerns action on the 1951 General Appropriation Act.

No. 60—Concerns payment of basic allowance for quarters (BAQ) to personnel without dependents while in transit between permanent duty stations.

No. 61—Pertains to the expenses of shore patrols.

No. 62—Points out that the publication known as The United States Navy Magazine is in no way official.

No. 63—Pertains to clothing allowance for women of the Naval Reserve.

No. 64—Constitutes a change to SecNav Letter 49-715.

No. 65—Gives information on the subject of one-year extensions.

No. 66—Sets a new age limit for Naval Academy candidates—must not have reached 22nd birthday by 1 July of the year of entrance.

No. 67—Concerns financing of photographic equipment and supplies formerly financed and supplied by BuAer.

No. 68—Concerns discontinuance of shipping household effects and sending dependents to Pacific areas.

No. 69—Pertains to clothing allowance for enlisted men and women of the Naval Reserve.

No. 70—Concerns the insurance of delivery of goods.

No. 71—Deals with black and diesel bunker fuel.

No. 72—Concerns involuntary extension of enlistments.

No. 73—Pertains to retention on active duty of personnel who have requested transfer to the Fleet Reserve.

No. 74—Gives details regarding applications prior to 10 August from line officers for the course of instruction at the Armed Forces Staff College.

BuPers Circular Letters

No. 111—Gives information on civil readjustment material.

No. 112—Concerns the Combat Distinguishing Device.

No. 113—Concerns the promotion of naval officers.

No. 114—Gives information on the elimination of Military Law as an examination subject in officers' promotion examinations.

No. 115—Concerns the promotion of naval officers.

One of the war-born ratings which have become a part of the full-time Navy is that of journalist. This rating, though its owners are armed with the pen more than with the sword, is a



vital part of Uncle Sam's sea fighting force. In a free democracy, the public must know what its armed services are doing; servicemen should know about the world about them.

* * *

The job of the basic journalist includes such things as obtaining news and writing news articles and stories. Journalists rewrite items from sources such as press releases and announce-



ments of awards. Many of their stories about naval personnel and ships are sent through the Fleet Home Town News Center to the papers in the communities from which came the servicemen mentioned.

* * *

Journalists serve on the staffs of ship and station newspapers and other Navy publications as well as on inter-service projects such as the Armed



Forces Press and Radio Services. Provision is made for some journalists to serve as information and education specialists, as radio script writers, as art and make-up editors. In the complex life of today's Navy and today's world, journalists have their job to do.

BOOKS:

THERE'S GOOD READING IN NAVY'S LIBRARIES

• *Springtime in Paris*, by Elliot Paul; Random House.

Here is one of the best books of the 20th Century, this reviewer believes, for anyone who is the least bit interested in that perennial "city of light"—Paris—and in the people who live there. While *Springtime in Paris* has many of the elements of the classic novels touching that city *Quo Vadis*, *The Hunchback of Notre Dame*, *A Tale of Two Cities*—in itself it is not a novel at all. However, like the novels mentioned, it does paint a mural of the city, showing Paris in cross-section during a stirring era.

To do this—to portray Paris in the strange, confused year of 1949—Elliot Paul uses an unusual device. What should a person call it—semi-fictionalizing? The process of alternation? What it is is a process of exchanging between fact and fiction. The device consists of alternating between passages of first person I-was-there narrative and passages of third person prose (including conversation) depicting interludes at which Mr. Paul was not present.

Paris is a second home to Elliot Paul; he has spent much time there—and especially in the rue de la Huchette, the center of activity in this book. Those who read Elliot Paul's *The Last Time I Saw Paris* will find old friends and new ones here. Those who did not will find a new reading adventure at the very least—one that they will long remember.

* * *

• *Street of Knives*, by Cyril Harris; Little, Brown and Company.

This story opens with Colonel Aaron Burr on a new-built flatboat on the Ohio River, stopped, but not

for long, by shoal waters ahead. Aaron Burr is on his way to conquer a western empire. With him and his daughter and grandson on the boat in his natural (but not legal) son, Hugh Shadwell, among others.

Street of Knives is a historical novel—one of the less garish historical novels of recent times. While you won't find a female "wolf" in it, you will find interest, color and adventure a-plenty—to say nothing of the male wolf, A. Burr.

As the reader follows the course of the flatboat southward, he visits river towns with Burr and his party, hears Burr haranguing for volunteers, constantly finds new doors opening onto the acts and atmosphere of that period. While history rings true in this book and sensationalism is avoided, the characters live and breathe as humanly as your shipmate across the mess table. And there is humor in abundance in the pompous Aaron Burr and in incidents involving others as well.

It's young Hugh Shadwell whom many will discover as the central character here, despite the historical importance of Aaron Burr.

* * *

• *The Story of Ernie Pyle*, by Lee G. Miller; The Viking Press.

During the latter part of World War II millions of Americans thought of Ernie Pyle as a friend, not as a great and famous newspaperman. On the cold April afternoon in 1945, six days after the death of President Roosevelt, when Harry Truman said, "The nation is quickly saddened again by the death of Ernie Pyle," there were many who felt a great personal loss.

This book, written by Ernie Pyle's closest friend and one-time boss, is

his story as he would have wanted it told—directly and simply, without distortion, and abiding strictly by the facts. It contains a good deal of Pyle's private correspondence to his friends and his bosses, and especially his wife. This body of previously unpublished Pyle writings gives special interest to the book. Also, it leads to a knowledge and understanding of the tragic side of Ernie Pyle's marriage and private life—a side which he would have considered most important but which has been relatively unknown until now.

This is the life story of the little Hoosier who considered college journalism "just another course" and dreamed of travel—not as a reporter but as an adventurer, working his way on ships—but who ended up a world-famous columnist and correspondent. It's also the story of "That Girl," as Pyle called his wife, and of the ups and downs of their existence apart and together.

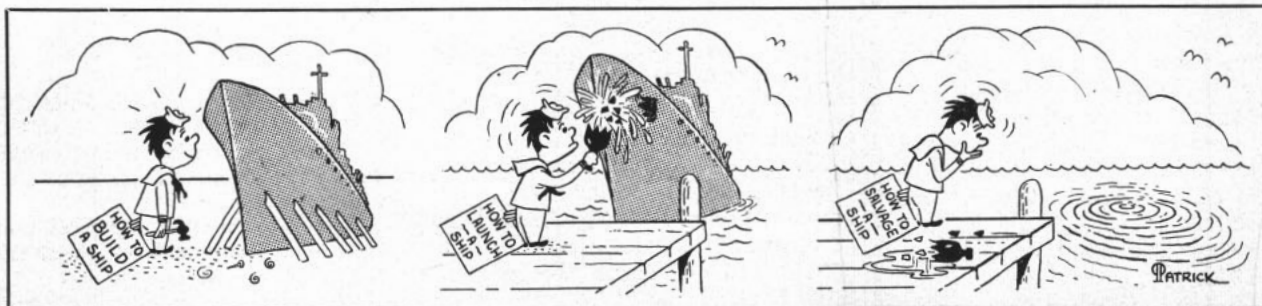
* * *

• *The Thunderstorm*, Horace R. Byers, Director; Roscoe R. Braham, Jr., Senior Analyst; U. S. Government Printing Office.

This is the report of *The Thunderstorm Project*—a joint project of four U. S. government agencies: Navy, Air Force, National Advisory Committee for Aeronautics, and Weather Bureau. *The Thunderstorm Project* was a scientific and thorough study of thunderstorms, conducted primarily in Florida and Ohio. *The Thunderstorm* is the 282-page report of this project's findings, including many charts, diagrams and photographs.

* * *

These, we think, are the best of the good books chosen by BuPers to appear in ship and station libraries along September-time. The Navy has purchased many copies of these and others for the enjoyment of Navy people everywhere.



BLOCKADE RUNNERS



GULF OF MEXICO: 1863

High adventure on the high seas is this tale from the Civil War. From "Adventures of a Blockade Runner" by William Watson, published in 1892.



BLOCKADE RUNNERS



By 1863 Havana, Cuba had turned into a roaring hub of Confederate blockade runners. Although two Federal steamers guarded the entrance outside, crewmen of the runners thronged the streets, taverns and hotels of the city, swapping tall tales and information necessary to their trade.

Among them the patrolling Union steamers were a standing joke. They always seemed to be at anchor with fires either low or totally out, with the result that a runner could slip past and disappear in the night before the Union ships could get up enough steam to give chase.

Sometimes the blockade runners were steamers themselves, especially built for the lucrative, dangerous trade, but in most cases they were exceptionally fast sailing vessels. Their travels through the blockade usually carried them on a circuit run through three or more ports.

At a stop in a Confederate harbor—Galveston, Texas, was a favorite—they would pick up a load of compressed cotton for transport to Tampico or Vera Cruz, Mexico, then under the control of France. Here the cargo was ex-

changed for gold, silver or specie money—hard to come by in the Confederacy.

Proceeding to Havana, they would use the money to buy foreign rifles, ammunition, clothing and other supplies brought there by European countries friendly to the Confederate cause.

Dangers were everywhere. Fully as eager as Union ships to capture the richly laden runners were the Confederate privateering vessels, manned by lawless individuals more like pirates than loyal Southern seamen. To avoid this, most of the runners registered in a British West Indies port and sailed under the British flag, which offered more protection than either the Confederate or Northern flag at the time.

Shortly before dawn on a certain morning in 1863, the center-board schooner Rob Roy, one of the most successful runners, got under way and slipped out the harbor entrance, bound for Galveston. Another familiar runner, Sylvia left at the same time. Rob Roy's experienced skipper, William Watson, here narrates the details.

THE FIRST serious scare we got on this trip was when about 120 miles from Galveston. A very light breeze had been blowing all night, and we were making about two knots, but before the day began to break we took down all sail. As day broke, right ahead, at little more than three miles' distance, there was a large steamer steering to the westward right across our track. Such was the position of the two vessels, that if we had continued under sail there would have been danger of a collision. She was certainly a Federal cruiser, and we considered it to be all up with us now.

The men ran below to get their money out of their chests and hide it under their stockings, and I got the letters and despatches ready to consign to the deep.

It was still gray dawn, and the morning was somewhat hazy, and the steamer had passed our track, and we were upon her quarter before it got clear daylight. It was evident that they had not yet noticed us, but we knew that with the clear daylight they would soon observe us, and put about and make a prize of us. How we wished for a fog or a shower of rain to obscure us!

We got out the sweeps and pulled, but not so much to increase the distance as to head off the cruiser and bring our two masts in line with her, and make us less easy to be observed.

The steamer kept on her course, and as she was now nearly five miles distant, we began to think it just possible that she might pass on without observing us.

She did, greatly to our relief. The look-out was probably sleepy and looking only ahead, and a sail being what they pictured in their minds, our low hull and bare poles never caught their attention, and it was evident that they never thought of such an unseamanlike act as to lay and roll under bare poles in a calm or light breeze. Unseamanlike or not, I was now more than ever convinced of the wisdom of the device, and if they did not believe any one would do such a thing so much the better.

2

There were now some days of very light winds and calms, so that during the day we were the greater part

of the time with our sails down, keeping watch from the masthead. Several times we saw cruisers in the distance, but got out of sight by hard pulling at the sweeps before we were observed.

At length a steady breeze sprang up from the south-east, and we were getting along very well, when we sighted a small schooner ahead, which I took to be one of those vessels which left Havana at the same time with us. As we got nearer the men thought it was Sylvia.

When we first saw this vessel we were steering about north by west with a free sheet, and she was nearly right ahead, close hauled on the starboard tack, by which her course must have been about east by north.

Soon after, however, she changed tack and stood on the port tack, which caused her to head about south by west and towards us. I was astonished at this, because it was understood that when one blockade runner sighted another at sea they should steer away from each other. This was in case a cruiser, seeing the one and bearing down upon her, would also see the other, and both would be captured.

We were now certain that it was Sylvia, but why she was tacking to windward I could not understand, when she had a fair wind for the Texas coast, unless she wished to speak and compare longitudes, as she had done before off the coast of Mexico, but at the same time, I remembered that it was not the same captain that was upon her now.

"Yes," said the mate, "and take care that she has not changed captain and crew since she left Havana, and is now in the hands of the Yankees, and they intend to make a prize of us, so I would advise you to be on your guard."

"If that be the case," said I, "we had better haul up at once and keep to windward of her," and we immediately luffed up and stood on the wind with a good fill about east-north-east.

I knew that she could not lay any higher; we must pass her about a mile to windward, and we should then be able to have a better look at her; and in case it might be

that she had lost her reckoning, I took off one of the hatch-covers, and having blackened it over, I chalked the longitude upon it in letters large enough to be seen at that distance, and when we were abreast of them we held it up for them to see, while I closely examined her with the glass.

Few men were to be seen upon her, but those I could see I took to be men-of-war's men, and I suspected there were others keeping down out of sight.

I had now no doubt that it was *Sylvia*, that she had been captured and had a prize crew on board, and they were now trying to make a prize of us.

The sailing qualities of the two vessels were nearly equal, rather in our favor, and I had no fear of them overhauling us. But it was not yet 2 p.m., and the wind might die away, and I knew *Sylvia* had a good large boat, and they might attempt to board us with an armed crew, and as neither vessel had hoisted their flag, I thought there would be no harm in making some display of force.

I then called the crew, and told them that I would not ask them to fight, but that was *Sylvia*, which had been captured, and was, I thought, on the way to New Orleans in charge of a prize crew, and they would like to make a prize of us if we would submit to go quietly along with them, but if they saw that we were not willing to submit and had arms to protect ourselves, they would not make any attempt, as there would not be more than six of them, and there were eight of us, all as good men and well armed; and all I would ask them to do would be to make a display of armed men on deck, which I had no doubt would be sufficient to warn them off, as they knew that most of the captains of blockade runners now held commissions in the Confederate service. The mate then told them that a prize crew on a captured vessel had tried to board a schooner from Mobile, and the crew of the schooner had beaten them back with handspikes.

We now saw that *Sylvia* had tacked and was standing after us.

The men readily agreed; some even expressed their determination to fight rather than allow themselves to be captured by a prize crew.

We then opened a case of Enfield rifles. In this we had some difficulty, as the boxes were lined with tin, but we got out a sufficient number, and brought them on deck and fixed the bayonets, every man taking one except the man at the helm.

We were now to the northward of *Sylvia*, and our course clear before us, and *Sylvia* to leeward. I now put the vessel upon our course again, crossing the bow of the other vessel at about a quarter of a mile distance.

We now made a display of our force in the best way we could devise, taking care that at least seven men might be seen, each with a rifle and fixed bayonet. This had the desired effect, and we soon saw *Sylvia* luffing up and standing away to the eastward.

We saw her afterwards making some signals which we did not understand, and whether this was intended for us, or to frighten us by pretending to signal with some warship in the distance we did not know. We scanned the horizon from the mast-head, but saw nothing. We watched her closely during the rest of the day, in case she might creep up upon us during the night and take us unawares.

The light breeze continued during the night, but died away about daybreak, and all sail was taken in and every-

thing stowed, so as to be as inconspicuous as possible.

I now supposed that we must be about thirty or forty miles south-east of Galveston, and taking a heave of the lead, we found we were in about thirty fathoms water.

This was rather a good place to lay, as it was about twenty miles to the southward the general track of cruisers between New Orleans and Galveston, which track I wished, if possible, to cross during the night. We therefore got our coil of rope and let down our grapnel, which would not only prevent us drifting with the current, but indicate the direction and strength of the current.

Throughout this day it continued quite calm without a breath of wind, and we swung from our grapnel, the current being about S.S.E.

To ascertain the strength of the current, and if the grapnel was holding, chips of wood were thrown overboard, and the speed at which they drifted astern noted.

I got here, during the day, the exact latitude and longitude, so that, knowing the exact position of the vessel and the direction and force of the current, we would be able to make a good landfall if a breeze sprung up towards the evening, which was very likely.

3

All that day nothing appeared in sight, and just about sunset a light breeze sprung up from S.S.E. This was all that was desired, and we got up the grapnel and made sail, and I set the course to make the land about thirty miles to the eastward of Galveston.

The breeze was very light, but steady, and I wished to time so as to be within four miles of the land by daybreak, but the vessel's bottom having got a little foul by the tedious summer voyage, the speed was not great. It was somewhat hazy; but this was all the better in the position we were in, as we were less apt to be seen from a distance.

About 8 a.m. the sun broke out bright, and I was just going to take a sight to get the exact longitude, when the cry of "Land ahead!" was given.

The haze had lifted, and there, right ahead, about four miles distant, were the three mounds of earth for our channel bearing. This was everything we wished, and we soon came to anchor in three fathoms of water about a mile from the shore.

All sail was now taken down, and not a bit too soon, for just as everything was stowed away, a cruiser was observed coming from the eastward.

The policy now, if she came down upon us, was to run the vessel on the beach, by which means the greater part of the cargo might be saved, as the Federals would not attempt to land or come near the shore in their boats. I was very unwilling to beach the vessel, and determined not to do it till the last extremity.

As the wind had now almost died away and there was very little sea, I determined to go closer to the beach, as close as I could go without touching. We accordingly got up the anchor, and pulled with the sweeps to within half a mile of the shore, where we dropped our grapnel, backed by a heavy piece of chain, and they played out line and backed with the sweeps still further in, keeping the vessel's head pointed towards the steamer, in order to bring her two masts into one and make her less easy to be seen. We brought her into nine feet of water, where we dropped anchor.

This was no doubt a critical position to be in had it come on to blow from seawards. Seamen would be apt

BLOCKADE RUNNERS

to call it madness to take a vessel into such a position on an open coast, but it must be remembered that the little vessel, although having come from Havana, was drawing only about four feet of water, and could be propelled by oars and handled as easily as a ship's longboat.

The cruiser was now nearly abreast and about six or seven miles distant, but she made no appearance of turning in towards us.

At the same time a body of Confederate mounted troops came down and drew up upon the beach.

Whether the cruiser did not perceive us, or whether she saw us and thought it was a vessel already on the beach and surrounded by Confederate troops (a thing not uncommon at that time) I do not know; but she passed on, seemingly bound for Galveston. Meanwhile the Confederate troops remained drawn up upon the beach, and I knew it to be De Bray's regiment, which was stationed to the eastward of Galveston; and as I knew some of the officers, I resolved to land and deliver the mails, and get some information about the blockading fleet.

I therefore got out the boat, and taking four men, succeeded in landing safely, and delivered the letters and despatches to the commanding officer, which he promised to forward at once to Galveston.

The information as to the blockading fleet was that it would be very difficult to enter at Galveston. Thirteen war-vessels had been counted off the place on the previous day, and it was supposed that they often at night sent their launches into the narrow channels near the shore. This word didn't stop us from carrying out our plans.

4

We now returned on aboard, and began to prepare for the night's adventure.

About 4 p.m. a light breeze sprang up, and as we had about thirty miles to go, I resolved to start early so as to have command of time.

The time I would wish to run past the fleet would be between 3 and 4 a.m., which is about the sleepest time, and the men on watch are more intent listening for eight bells than looking for vessels.

About sunset we got up anchor and set lower sails and steered S.W., keeping in about three fathoms water. The night was dark, but clear, and the breeze kept steady.

About midnight I calculated we had run about twenty miles and were now getting near the guarded waters. I knew that the narrow channel through which we were to pass led between the shore and a large shoal on the east side of the main entrance to Galveston Bay. On this shoal there was not more than from two to three feet of water, and the breakers broke furiously over it; and between the channel and the shore there was a considerable stretch of shallow water. We had learned from the troopers that the Federals had lately stationed a gunboat on the east side of the shoal. I knew, however, that a gunboat would not venture to anchor in less than 3½ fathoms of water, so that there would be room to pass, if we could do so, unobserved.

As we had plenty of time I decided to put the vessel under low canvas, so that nothing would show above the dark loom of the land to leeward.

We accordingly put double reefs in the mainsail and

foresail, and proceeded very cautiously, keeping the lead going.

We soon began to hear the distant roar of the breakers on the shoal, and very soon after, I could, with the glass, clearly make out a vessel at anchor on our port bow, and pretty close in to the shore, so that it would be close to get past unobserved, and keep her away a little. She was kept away until the water shoaled to ten feet, and then brought up and kept in that depth. The dim lines of the gunboat were now abeam, and if we could only get water sufficient we should get past. The water now shoaled to eight feet, but that was what I expected. We had now got past the gunboat, but the water suddenly shoaled down to six feet, and then to five. This would not do; we luffed up; it deepened a little, and then shoaled down to five feet again. We came round on the other tack, but still found little more than five feet.

The roaring of the breakers was heard all around, and I expected every moment the vessel would take the ground. There was not a moment to lose; the vessel was luffed up into the wind with sails shaking. I feared to drop anchor lest the noise of the chain running out might be heard on board of the gunboat, and tried to throw out the grapnel.

"It will never hold her," said the mate.

"Never mind, it will check her a little till we see what is to be done."

The grapnel was thrown out and the sails lowered.

With my glass I could see that we had got well past one gunboat—but we could see another over the breakers to the southwest.

The man with the lead said the vessel was drifting, and there was a strong current.

"Better let go the anchor," said the mate, "or we will be on the breakers."

The anchor was hanging at the davits, but I feared the noise of the chain running out.

"Ease gently about three fathoms of chain out of the hawse hole," said I, "and then let go."

This was done, and the anchor dropped without noise.

"We have got into a fix," was the word, "but there is certainly a channel if we know where to find it."

The boat was got out, and I took two men in her, and, taking the handlead, began to sound all round the vessel. A compass in the boat would have been of no use as we could not use a light, so we must calculate the bearings by that most invaluable guide, the North Star.

It was sometime before we got a passage away from the vessel, but at last, by passing through about six feet of water, back nearly in the direction we had come, we found a channel of seven feet, which we followed as far as we could without losing sight of the schooner, and found it to lead about W.S.W.

When we got back to the schooner I was annoyed to find that the men in letting to the anchor had omitted to take a turn of the chain round the bitts, and the vessel had drifted out about twenty fathoms of chain before they discovered their mistake, and all this was now to heave up.

The difficulty was now to get out of this, and get into the channel—the distance would be only 150 yards—but from the direction of the wind she would not lay the course, and there was no room to tack or water sufficient to use the centerboard, besides a strong current against us.

We attached a good heavy piece of chain to the grapnel which we carried out with the boat, and by using the

sweeps to lessen the strain, we after a good deal of hard work succeeded in warping up.

Having got into the channel we hoisted sail again, and followed the channel very cautiously, as the channel was narrow and required very careful steering to keep in seven feet of water, and the slightest deviation would have been fatal to us.

We were now safely past one gunboat, but we could see another some distance ahead on the port bow; but as she could not be in shallow water, there must be a turn off in the channel before we got near her.

Suddenly the man with the lead called out sharply, "Nine feet! thirteen feet! Hard up! ease off sheets and keep her away to north-west."

We were now into the main channel, standing up between the wind with the last seen gunboat nearly astern, when suddenly a light flashed on our port bow, and we were hailed, "Schooner ahoy! heave to quick or we will sink you."

I scarcely knew what to do. I thought it must be an armed boat from the blockading fleet.

"No ship's boat comes in that far," said one of the men.

"Who are you?" I cried.

"Confederate guard boat," was the reply. "What vessel is that?"

"The schooner *Rob Roy* from Havana," I replied.

"All right; but heave to quick or you are sunk."

Our helm was put hard down, but being before the wind with our sheets eased off, we took a pretty large sweep in coming round and before we could get the sheets aboard, we had almost run into the guard-boat.

Explanations then followed.

"Why did you threaten to sink us?"

"To make you heave to quick as you were running upon certain destruction."

"Why? are there torpedoes in the channel?"

"Well, perhaps there are, but you were running right on to the wreck of the *Westfield*, and if you had struck that, you would have gone down right fast. Drop a little way astern and let go your anchor until daylight. It is here the boarding officer will visit you before you go up to town."

We dropped astern and let go the anchor. Every one breathed freely, and the general expression was, "In all right at last."

5

It was now past four o'clock. I told the men all to go and turn in, but, fatigued as they must have been, they seemed too happy and exhilarated to care about sleep.

In a short time a boat from the guard ship came alongside.

"May we come on board?" said the officer.

"You know your port regulations best," said I, "but we have no sickness on board. Is the health officer with you?"

"No, he won't be down till daylight, and I think we had better not go on board until he comes."

"Will you take something now?" said I.

"Well, it's early."

With that the cook came up and said he had coffee ready.

"Will you take a mug of hot coffee?" said I.

"Rather than all the grog in the world," they said.

Coffee was brought and handed to them in the boat,

which they enjoyed as a great luxury, not having, as they said, tasted any for months.

"So you are the *Rob Roy*, in all right. We heard you had been captured."

"Well, we have had some narrow escapes. We have had a long passage of eighteen days, light winds and dodging the cruisers. Has any of the other vessels got in? There was several vessels left Havana at the same time with us."

"Captain McLusky and his *Sylvia* came in three days ago; he has got into the Brazos River, and brought a Yankee officer and crew along with him."

"What do you say?" said I.

"He is in the Brazos River, and has brought in with him as prisoners an officer and five men from a Yankee gunboat."

"The devil is in that man," said I; "he left Havana on the same night as I did upon an old-flat-bottomed barge that I could scarcely believe would cross the Gulf, but how about the prize crew?"

"He was captured, and recaptured his vessel again. I believe there was some fighting, but I have not heard the particulars."

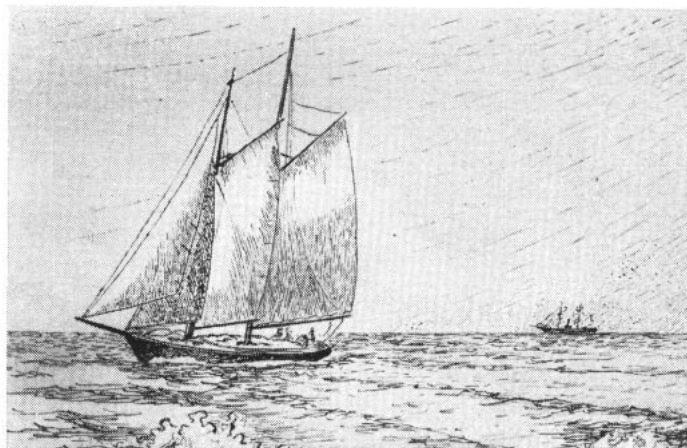
"Has any other vessel arrived? Has any got into Galveston?"

"No, you are the first that has come in here for several months."

About daylight a boat came alongside with the health officer and other port officials. The despatches had already been delivered by a major of De Bray's regiment. They had orders to board *Rob Roy* immediately on her arrival and give her quick despatch, and also to inform the captain that General Magruder would be glad to see him at headquarters as soon as possible.

The boarding ceremonies were soon gone through, and I invited them to take breakfast with us. This invitation they very willingly accepted, and enjoyed much such things as we had on the table, which had become almost unknown in Texas owing to the blockade, especially some pickled mackerel, which they said the General would have enjoyed much, as he was very partial to it; the health officer remarking at the same time that he was caterer for the General's mess, and he had much difficulty in procuring such things as the old man liked, as they were now getting very scarce. Of course I took the hint.

I then put into the doctor's boat a few things, such as some tea and coffee, two small cheeses, three kits of mackerel, a barrel of potatoes, a box of raisins, and some other small articles; also half-a-dozen bottles of brandy, a case of gin, and a dozen bottles of port. The liquor, of course, being a donation for the hospital.



TAFFRAIL TALK

IF YOU HAPPENED to read our article about unusual Navy occupations this month (p. 10), you'll remember the bit about the man who cracks safes for a Navy living, Charles R. Smith, DCC, usn. No sooner was the article in type than we had an opportunity to observe him in action at close range: our own safe was jammed tight by a red-faced editor.

Chief Smith arrived in the office with a black bag, looking for all the world like a doctor. First thing he pulled out was a stethoscope, with which he proceeded to "listen in" on the safe. But he soon decided it was so far gone that he'd have to use his cystoscope, the slender tube fitted with a light that doctors use for throat examinations.

There the similarity between honorable safe-cracking and the



medical profession ends, for the chief performs his operations with a hard steel drill, boring a hole in the safe's back to see what's what inside with the cystoscope.

The chief sees all kinds of safes and locked cabinets. One day while inspecting a "manipulation proof" file cabinet, he discovered a simple fault that even the manufacturers obviously didn't know about. So he made a trip to their factory and asserted their product could be opened easily in 17 seconds.

Then, before the unbelieving eyes of factory workers and executives, he proceeded to show them how. Now, thanks to the chief, they've remedied the defect. It's all in a day's work to a man who opens an average of five safes every workday.

* * *

From a long line of fighters comes T/Sgt. Howard Redwing Windlowe, usmc, of Marine Corps Air Station, El Toro, Calif. An Indian veteran of wartime Guadalcanal service, he is the grand-nephew of the Sioux Chief Red Cloud credited with the massacre of General George Custer in the historic "Custer's last stand." The sergeant who recently reenlisted for six years, takes his typical Indian name from his great-grandfather for whom the town of Red Wing, Minn., is named.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Prepared to keep destroyers in top condition is the destroyer tender USS Dixie (AD 14), shown taking on an extra destroyer propeller. See complete roundup of Navy activities starting on page 2. ➔



PROP MEN

SECURITY



CONFIDENTIAL

**KEEPING INFORMATION
TO OURSELVES GUARDS
OUR NATIONAL SECURITY**